

**First Regular Session
Seventy-third General Assembly
STATE OF COLORADO**

PREAMENDED

*This Unofficial Version Includes Committee
Amendments Not Yet Adopted on Second Reading*

LLS NO. 21-0263.01 Jason Gelender x4330

SENATE BILL 21-260

SENATE SPONSORSHIP

Fenberg and Winter, Priola

HOUSE SPONSORSHIP

Garnett and Gray,

Senate Committees

Finance
Appropriations

House Committees

Finance
Appropriations

A BILL FOR AN ACT

101 **CONCERNING THE SUSTAINABILITY OF THE TRANSPORTATION SYSTEM**
102 **IN COLORADO, AND, IN CONNECTION THEREWITH, CREATING**
103 **NEW SOURCES OF DEDICATED FUNDING AND NEW STATE**
104 **ENTERPRISES TO PRESERVE, IMPROVE, AND EXPAND EXISTING**
105 **TRANSPORTATION INFRASTRUCTURE, DEVELOP THE**
106 **MODERNIZED INFRASTRUCTURE NEEDED TO SUPPORT THE**
107 **WIDESPREAD ADOPTION OF ELECTRIC MOTOR VEHICLES, AND**
108 **MITIGATE ENVIRONMENTAL AND HEALTH IMPACTS OF**
109 **TRANSPORTATION SYSTEM USE; EXPANDING AUTHORITY FOR**
110 **REGIONAL TRANSPORTATION IMPROVEMENTS; AND MAKING AN**
111 **APPROPRIATION.**

Bill Summary

*Shading denotes HOUSE amendment. Double underlining denotes SENATE amendment.
Capital letters or bold & italic numbers indicate new material to be added to existing statute.
Dashes through the words indicate deletions from existing statute.*

SENATE
Amended 3rd Reading
May 17, 2021

SENATE
Amended 2nd Reading
May 14, 2021

(Note: This summary applies to this bill as introduced and does not reflect any amendments that may be subsequently adopted. If this bill passes third reading in the house of introduction, a bill summary that applies to the reengrossed version of this bill will be available at <http://leg.colorado.gov>.)

The bill creates new sources of dedicated funding and new state enterprises to enable the planning, funding, development, construction, maintenance, and supervision of a sustainable transportation system by preserving, improving, and expanding existing transportation infrastructure, developing the modern infrastructure needed to support the widespread adoption of electric motor vehicles, and mitigating adverse environmental and health impacts of transportation system use as follows:

- **Section 6** of the bill creates the community access enterprise within the Colorado energy office (CEO) for the purpose of supporting the widespread and equitable adoption of electric motor vehicles and electric alternatives to motor vehicles in an equitable manner. The community access enterprise is authorized to impose a community access retail delivery fee to fund its business purpose. The governance and powers and duties of the community access enterprise are specified.
- **Section 7** makes various general fund transfers to the state highway fund, the highway users tax fund (HUTF), and the multimodal transportation and mitigation options fund, including limited contingent transfers of a portion of any additional general fund revenue made available due to the restoration of the excess state revenues cap (Referendum C cap) by **Section 8**.
- Section 8 restores the Referendum C cap, which the general assembly reduced in 2017, to its maximum voter-approved level.
- **Section 11** creates the clean fleet enterprise within the department of public health and environment (CDPHE) for the purpose of incentivizing and supporting the use of electric motor vehicles and other clean fleet technologies by owners and operators of motor vehicle fleets. The clean fleet enterprise is authorized to impose a clean fleet retail delivery fee to be paid by the purchaser of tangible personal property delivered to the purchaser by motor vehicle and a clean fleet per ride fee to be paid by a transportation network company (TNC) on each ride offered and accepted by the TNC to fund the clean fleet enterprise's business purpose. The governance and powers and duties of the clean fleet enterprise are specified.

- **Section 25** requires the department of revenue (DOR) to collect the per ride fees imposed by the clean fleet enterprise and the nonattainment area air pollution mitigation enterprise as authorized by **sections 11 and 50**. Both fees are first imposed for rides offered and accepted in state fiscal year (FY) 2022-23 and are annually adjusted for consumer price index (CPI) inflation thereafter.
- **Section 26** indexes the existing \$50 registration fee imposed on electric motor vehicles to national highway construction cost index (NHCCI) inflation and imposes additional electric motor vehicle road usage equalization fees on battery electric motor vehicles at a specified level and on plug-in hybrid electric motor vehicles at a lower level, with both additional fees being phased in on a set schedule from state FYs 2022-23 through 2031-32 and thereafter indexed to NHCCI inflation. Section 26 also imposes a commercial electric motor vehicle fee. The increase and new fee revenue is credited to the HUTF for allocation to the state, counties, and municipalities; except that 40% of the revenue generated by inflation indexing of the existing \$50 registration fee is credited to the electric vehicle grant fund and 30% of the revenue generated by the commercial electric motor vehicle fee is credited to the state highway fund for freight-related projects. In 2026, specified executive agencies must jointly review the fees and make recommendations to the transportation legislation review committee of the general assembly as to whether the fees should be adjusted to ensure continued equalization of the average aggregate amount of registration fees and motor fuel charges annually paid by owners of electric motor vehicles and owners of motor vehicles powered exclusively by internal combustion engines.
- **Section 33** imposes road usage fees on gasoline and diesel purchases that are phased in from state FYs 2022-23 through 2031-32 and thereafter indexed to NHCCI inflation, with the road usage fees also being adjusted beginning in state FY 2032-33 in a manner calculated to generate the same amount of additional revenue as would be generated by indexing the existing state excise taxes imposed on gasoline and diesel to construction cost inflation. The fee revenue is credited to the HUTF for allocation to the state, counties, and municipalities.
- Section 33 also imposes a retail delivery fee on retail deliveries by motor vehicle that include tangible personal property subject to the state sales tax, requires the fee to be

collected from the purchaser by the retailer, and requires simultaneous collection of community access, clean fleet, bridge and tunnel, clean transit, and air pollution mitigation retail delivery fees imposed, respectively, by the community access, clean fleet, statewide bridge and tunnel, clean transit, and nonattainment area air pollution mitigation enterprises. The fees are first collected in state FY 2022-23 and are annually adjusted for CPI inflation thereafter. Retail delivery fee revenue is credited to the HUTF for allocation to the state, counties, and municipalities and to the multimodal transportation and mitigation options fund and each enterprise's retail delivery fee revenue is collected by DOR on behalf of and credited to the cash fund controlled by the enterprise.

- **Sections 43, 44, and 46** change the name of the statewide bridge enterprise to the statewide bridge and tunnel enterprise, authorize the enterprise to complete tunnel projects, and authorize the enterprise to impose a bridge and tunnel impact fee on diesel fuel and a bridge and tunnel retail delivery fee to fund its business purpose. The bridge and tunnel impact fee is phased in from state FYs 2022-23 through 2031-32 and thereafter indexed to NHCCI inflation.
- **Section 45** indexes the existing \$2 short-term daily vehicle rental fee to CPI inflation and, on or after July 1, 2022, requires a car sharing program to collect the daily vehicle rental fee for any short-term vehicle rental of 24 hours or longer that is enabled by the car sharing program.
- **Sections 47 through 49** change the name of the multimodal transportation options fund to the multimodal transportation and mitigation options fund and make greenhouse gas mitigation projects eligible for funding from the fund.
- **Section 50** creates the clean transit enterprise within the department of transportation (CDOT) for the purpose of supporting clean public transit through electrification planning efforts, facility upgrades, fleet motor vehicle replacement, and construction and development of associated electric motor vehicle charging and fueling infrastructure. The clean transit enterprise is authorized to impose a clean transit retail delivery fee of up to a specified amount to fund its business purpose. The governance and powers and duties of the clean transit enterprise are specified. Section 50 also creates the nonattainment area air pollution mitigation enterprise for the purpose of mitigating

transportation-related emissions in ozone nonattainment areas. The nonattainment area air pollution mitigation enterprise is authorized to impose air pollution mitigation per ride and retail delivery fees to fund its business purpose.

Section 1 makes legislative findings and declarations that explain the purpose of the bill and the reasons why it includes the new sources of dedicated funding and new state enterprises that it does. **Section 2** clarifies that an existing fee may be used to fund the functions of the freight mobility and safety branch created in **section 27**. **Sections 3 and 4** respectively clarify that the clean fleet enterprise operates as a **type 1** agency within CDPHE and that the clean transit enterprise and the nonattainment area air pollution mitigation enterprise operate as **type 1** agencies within CDOT.

Section 5 requires the CEO and CDPHE, after consultation with CDOT, to jointly and annually prepare a report for specified legislative committees that details the progress made toward the electric motor vehicle adoption goals set forth in the "Colorado Electric Vehicle Plan 2020" and the transportation sector greenhouse gas pollution reduction goals set forth in the "Colorado Greenhouse Gas Pollution Reduction Roadmap". Section 5 also specifies a methodology to be used by the CEO, CDOT, and CDPHE to estimate the social costs of greenhouse gas pollution.

Sections 9, 32, 42, and 51 effectuate the repeal of the requirement that a ballot question seeking approval for the issuance of transportation revenue anticipation notes be submitted to the voters of the state at the November 2021 statewide election.

Section 10 requires CDOT to comply with specified transparency and contractor short-listing requirements when using the integrated project delivery method of contract procurement for a public project. **Section 14** clarifies that sales and use tax is not levied on the retail delivery fees imposed by or as authorized by the bill. **Sections 16 through 21** provide legal authority for collection under an existing multistate agreement of the motor fuel road usage and bridge and tunnel impact fees imposed by or as authorized by the bill. **Section 22** requires the public utilities commission to conduct a certificated taxi carrier parity study.

Section 27 creates the freight mobility and safety branch in CDOT's transportation development division. **Section 28** requires CDOT and metropolitan planning organizations to engage in an enhanced level of planning, analysis, community engagement, and monitoring with respect to transportation capacity projects and specifies what that entails and also requires CDOT to conduct a road usage charge study and an autonomous vehicle study. **Section 29** allows some of the general fund money transferred to the state highway fund pursuant to section 7 to be

used for multimodal transportation projects. **Section 31** specifies the manner in which revenue credited to the HUTF as required by the bill is allocated and expended.

Sections 34 through 41 authorize a transportation planning organization (TPO), subject to territorial restrictions and TPO member jurisdiction approval requirements, to exercise the powers of a regional transportation authority (RTA). Among other powers, the powers of a RTA include the power to impose various charges, fees, and, with voter approval, visitor benefit, sales, and use taxes to generate transportation funding for the purpose of financing, constructing, operating, and maintaining regional transportation systems.

Any additional transportation funding obtained by a TPO exercising the power of a RTA is intended to supplement and not supplant state and federal transportation funding allocated within the boundaries of the TPO. Therefore, the transportation commission and CDOT are prohibited from taking such additional transportation funding into account when determining the amount of state and federal transportation funding to be allocated within the boundaries of a TPO, and CDOT, when submitting its annual proposed budget allocation plan, is required to provide evidence that the proposed allocation of state and federal transportation funding within the boundaries of any TPO that has obtained such additional transportation funding has not been reduced in any way on account of the additional transportation funding.

Section 45 reduces the amount of each road safety surcharge imposed on motor vehicle registration for registration periods beginning on or after January 1, 2022, but before January 1, 2024, by \$5.55.

1 *Be it enacted by the General Assembly of the State of Colorado:*

2 **SECTION 1. Legislative declaration.** (1) The general assembly
3 hereby finds and declares that:

4 (a) The current and future health and prosperity of the state and
5 its growing number of citizens requires the planning, funding,
6 development, construction, maintenance, and supervision of a sustainable
7 transportation system;

8 (b) A sustainable transportation system:

9 (I) Has sufficient capacity to allow efficient movement of people,
10 goods, and services in all parts of the state in light of significant

- 1 population growth;
- 2 (II) Is safe, well-maintained, accessible, integrated, and
3 multimodal;
- 4 (III) Is planned, funded, designed, constructed, maintained,
5 supervised, and regulated in a way that:
- 6 (A) Actively encourages diverse public participation in the
7 planning process, including but not limited to participation from urban,
8 rural, and disproportionately impacted communities;
- 9 (B) Equitably distributes transportation infrastructure among both
10 urban and rural users in the state and is adequately and equitably funded
11 with contributions from users that bear a reasonable relationship to their
12 use of and impacts on the system and the environment and the costs
13 incurred in mitigating those impacts; and
- 14 (C) Prioritizes asset management of Colorado's roads, bridges, and
15 tunnels in order to achieve and maintain a state of good repair, consistent
16 with federal requirements and best practices;
- 17 (IV) Addresses inequities in transportation access and the
18 increased exposure to transportation-related air pollution for
19 communities, including disproportionately impacted communities,
20 communities near major roadways, and, as documented in multiple
21 peer-reviewed scientific studies, communities where many of the
22 residents are Black or Hispanic; and
- 23 (V) Reduces and mitigates adverse environmental and human
24 health impacts resulting from motor vehicle and other
25 transportation-related emissions by incentivizing the widespread adoption
26 of clean and efficient transportation technology such as personal electric
27 vehicles, fleet and transit electrification, and electric motor vehicle

1 charging and fueling infrastructure.

2 (c) Although a sustainable transportation system is a public good
3 that benefits all Coloradans and the state has intermittently expended
4 general fund money to fund transportation infrastructure, transportation
5 system user charges such as per gallon charges on motor fuels, motor
6 vehicle registration fees, and, increasingly, tolls have provided and
7 continue to provide the vast majority of dedicated transportation funding;

8 (d) Current flat rate per gallon charges on motor fuels are
9 unsustainable and do not reflect current or future transportation funding
10 needs because:

11 (I) Such charges were last increased nearly three decades ago and
12 are not indexed to inflation; and

13 (II) As internal combustion engines become more fuel efficient
14 and electric motor vehicle usage increases, such charges generate less
15 revenue per vehicle mile traveled and therefore are insufficient to
16 mitigate the burden put on transportation infrastructure by these more
17 efficient vehicles;

18 (e) Due to the decreased purchasing power of existing motor fuel
19 charges, existing dedicated transportation funding has failed to adequately
20 fund and will continue to fail to adequately fund both:

21 (I) The planning, development, construction, maintenance, and
22 supervision of statewide highway transportation infrastructure; and

23 (II) Multimodal infrastructure and other programs and incentives
24 needed to sufficiently reduce and mitigate the adverse environmental
25 effects and health effects of transportation-related air pollution and
26 greenhouse gas emissions to create a sustainable transportation system;

27 (f) While it is necessary and appropriate to increase general fund

1 expenditures for transportation as provided for in this act, because the
2 state has many other critical needs that require general fund money, it is
3 also necessary, appropriate, and more equitable to modernize user charges
4 based on the costs users impose on the transportation system so that such
5 charges remain the primary source of dedicated transportation funding;

6 (g) Because charges imposed on electric motor vehicles are
7 annually applied whereas charges on motor vehicles powered by internal
8 combustion engines are applied on a per gallon basis, it is necessary and
9 appropriate to evaluate future opportunities to further equalize the
10 average aggregate amount paid by all motor vehicle owners;

11 (h) To ensure that transportation system users are reasonably and
12 equitably charged for their share of their transportation system use, it is
13 necessary, appropriate, equitable, and in the best interest of all
14 Coloradans to:

15 (I) Impose additional per gallon charges on motor fuels and index
16 per gallon motor fuel charges to inflation;

17 (II) Ensure that owners of electric motor vehicles and owners of
18 internal combustion engine vehicles are equitably charged for their use of
19 the transportation system and that those charges, whether they are road
20 usage fees or registration fees, are indexed to inflation;

21 (III) Impose new retail delivery fees on purchases of tangible
22 personal property delivered to consumers and index those fees to inflation
23 because:

24 (A) Demand for retail deliveries has increased and is projected to
25 remain a significant form of commerce, which will increase both traffic
26 and associated motor vehicle emissions that create adverse environmental
27 and health impacts and additional costs to the state; and

1 (B) Imposing reasonably calculated retail delivery fees on each
2 delivery made to a consumer accounts for the use of the transportation
3 system associated with that delivery, generates the revenue needed to
4 mitigate the impact of retail deliveries on transportation system
5 infrastructure, and remediates and mitigates retail-delivery-related
6 environmental and health impacts;

7 (IV) Impose new fees on passenger rides arranged through a
8 transportation network company and index those fees to inflation
9 because:

10 (A) Such rides result in substantially more air pollution and
11 greenhouse gas pollution from motor vehicle emissions than the
12 alternative forms of transportation not used for the same trips, with the
13 Union of Concerned Scientists estimating that the average ride arranged
14 in the United States causes sixty-nine percent more greenhouse gas
15 pollution than the alternative form of transportation not used due to
16 factors such as deadhead miles driven without a passenger and
17 displacement of walking, biking, and transit trips; and

18 (B) Imposing reasonably calculated per ride fees on each
19 passenger ride arranged through a transportation network company helps
20 ensure that transportation network companies pay their fair share of costs
21 to reduce and mitigate the increased environmental and health impacts of
22 such prearranged rides; and

23 (V) Ensure that the current two dollar daily motor vehicle rental
24 fee is indexed to inflation and collected on rentals of twenty-four hours
25 or longer but not more than thirty days that are enabled by a car sharing
26 program;

27 (i) Because greenhouse gas pollution resulting from the

1 production, distribution, and use of motor vehicle fuels produces many
2 social costs, including but not limited to adverse public health impacts,
3 increased heat waves, droughts, water supply shortages, flooding,
4 biodiversity loss, and forest health issues such as forest fires, and also
5 adversely impacts specific industries such as agriculture and outdoor
6 recreation, it is necessary and appropriate that the state, when estimating
7 the social costs of transportation-related greenhouse gas pollution,
8 estimate those costs as accurately as possible and that the methodology
9 to be used by the state when making such estimates be specified by law
10 as provided for in this act; and

11 (j) (I) As part of its national infrastructure funding and job
12 creation plan, the federal government is expected to provide substantial
13 federal funding to the state for multimodal transportation and the
14 widespread adoption of electric motor vehicles to help minimize and
15 mitigate adverse environmental and health impacts.

16 (II) If the state receives such federal funding, the general
17 assembly intends that the state executive branch departments, agencies,
18 and enterprises involved in the planning, funding, development,
19 construction, maintenance, and supervision of a sustainable transportation
20 system evaluate whether the allocation of fee revenue authorized by this
21 act should be modified. Further, the general assembly intends that the
22 aggregate amount of fee revenue going to the community access
23 enterprise, the clean fleet enterprise, the clean transit enterprise, the
24 nonattainment area air pollution mitigation enterprise, and the multimodal
25 transportation and mitigation options fund not be decreased. If it is
26 determined that the allocation should be modified, the general assembly
27 intends that recommendations be made to the general assembly regarding

1 the modifications that should be made.

2 (2) The general assembly further finds and declares that:

3 (a) The planning, funding, development, construction,
4 maintenance, and supervision of a sustainable transportation system
5 requires the implementation of a comprehensive regulatory scheme that
6 appropriately balances and funds the necessary elements of such a system,
7 including but not limited to:

8 (I) The construction, maintenance, and supervision of highways
9 and traditional highway infrastructure; and

10 (II) The infrastructure, programs, and incentives needed to support
11 the widespread adoption of electric motor vehicles for personal,
12 commercial, and government use and, by doing so and through other
13 appropriate means, minimize and mitigate the adverse environmental and
14 health impacts of transportation-related air pollution and greenhouse gas
15 pollutant emissions that affect the general public, including
16 disproportionately impacted communities;

17 (b) The planning, funding, development, construction,
18 maintenance, and supervision of a sustainable transportation system
19 depends, at a minimum, on the institutional and individual knowledge,
20 expertise, and experience of the Colorado energy office, the department
21 of transportation, the department of public health and environment, other
22 organizations and individuals interested in a sustainable transportation
23 system, and the general public;

24 (c) It is necessary and appropriate to coordinate the
25 implementation of the scheme by:

26 (I) Providing additional sustainable funding for the construction,
27 maintenance, and supervision of traditional highway infrastructure by the

1 department of transportation, counties, and municipalities and for
2 multimodal transportation projects; and

3 (II) Creating and funding a community access enterprise, a clean
4 fleet enterprise, a clean transit enterprise, and a nonattainment area air
5 pollution mitigation enterprise, each of which uses its distinctive
6 competencies to contribute in a distinct way to the implementation of the
7 scheme to support a sustainable transportation system and each of which
8 has a governing board that includes members selected in part based on
9 knowledge, expertise, or experience deemed specifically relevant to the
10 development and use of the distinctive competencies of the enterprise and
11 the individual mission of the enterprise;

12 (d) The community access enterprise, the clean fleet enterprise,
13 the clean transit enterprise, and the nonattainment area air pollution
14 mitigation enterprise created in this act have distinctive competencies and
15 are each charged with implementing different components of the scheme
16 required for the planning, funding, development, construction,
17 maintenance, and supervision of a sustainable transportation system.
18 Specifically:

19 (I) The community access enterprise is created to serve the
20 primary business purpose of equitably reducing and mitigating the
21 adverse environmental and health impacts of air pollution and greenhouse
22 gas emissions produced by motor vehicles used to make retail deliveries
23 to consumers within local communities. The enterprise will support the
24 adoption of electric motor vehicles and electric alternatives to motor
25 vehicles at the community level, which will support communities,
26 including rural, urban, and disproportionately impacted communities,
27 throughout the state, and will pursue its primary business purpose by, at

1 a minimum, providing funding or financing to:

2 (A) Construct or install the sufficient and accessible electric motor
3 vehicle charging infrastructure needed to reduce range anxiety and ensure
4 that electric motor vehicles are viable in all communities; and

5 (B) Provide financial incentives and assistance that make it
6 possible for owners of older, less fuel efficient, and higher polluting
7 vehicles to replace those motor vehicles with electric motor vehicles and
8 encourage use of electric alternatives to motor vehicles and public transit;

9 (II) The clean fleet enterprise is created to serve the primary
10 business purpose of reducing and mitigating the adverse environmental
11 and health impacts of air pollution and greenhouse gas emissions
12 produced by the increasing number of fleet motor vehicles being used to
13 provide transportation network company rides and make retail deliveries
14 by supporting the electrification of such fleets and other motor vehicle
15 fleets, and the enterprise will support the electrification of motor vehicle
16 fleets and pursue its primary business purpose by, at a minimum,
17 providing funding or financing to:

18 (A) Help owners and operators of motor vehicle fleets finance
19 electric motor vehicle acquisitions and upgrades;

20 (B) Coordinate engagement and develop strategies for electrifying
21 motor vehicle fleets and other not yet electrified freight transportation and
22 retail delivery operations that can be electrified; and

23 (C) Provide or support the delivery of companion services such as
24 fleet motor vehicle testing, inspection, and readjustment services;

25 (III) The clean transit enterprise is created to serve the primary
26 business purpose of reducing and mitigating the adverse environmental
27 and health impacts of air pollution and greenhouse gas emissions

1 produced by retail deliveries by supporting the replacement of existing
2 gasoline and diesel public transit vehicles with electric motor vehicles,
3 providing the associated recharging infrastructure for electric transit fleet
4 motor vehicles, supporting facility modifications that allow for the safe
5 operation and maintenance of electric transit motor vehicles, and funding
6 planning studies that enable transit agencies to plan for transit vehicle
7 electrification; and

8 (IV) The nonattainment area air pollution mitigation enterprise is
9 created to serve the primary business purpose of mitigating the
10 environmental and health impacts of increased air pollution from motor
11 vehicle emissions in nonattainment areas that results from the rapid and
12 continuing growth in retail deliveries made by motor vehicles and in
13 prearranged rides provided by transportation network companies by
14 providing funding for eligible projects that reduce traffic, including
15 demand management projects that encourage alternatives to driving alone
16 or that directly reduce air pollution, such as retrofitting of construction
17 equipment, construction of roadside vegetation barriers, and planting trees
18 along medians;

19 (e) The community access enterprise, the clean fleet enterprise,
20 the clean transit enterprise, and the nonattainment area air pollution
21 mitigation enterprise each serve a separate primary purpose and none of
22 the enterprises serve primarily the same purpose as any other enterprise
23 created in Senate Bill 21-260, enacted in 2021, or otherwise created
24 within the five preceding years;

25 (f) Because the community access enterprise, the clean fleet
26 enterprise, the nonattainment area air pollution mitigation enterprise, and
27 the clean transit enterprise each serve primarily their own purpose and

1 each enterprise is projected to receive revenue from fees and surcharges
2 of less than one hundred million dollars in its first five fiscal years,
3 including the fiscal year in which its board first meets, section 24-77-108,
4 C.R.S., does not require any of the enterprises to be approved at a
5 statewide general election; and

6 (g) Consistent with the determination of the Colorado supreme
7 court in *Colorado Union of Taxpayers Foundation v. City of Aspen*, 2018
8 CO 36, that a charge is not a tax if the primary purpose of the charge is
9 to not to raise revenue for general governmental purposes but is instead
10 to defray some of the costs of regulating an activity under a
11 comprehensive regulatory scheme, the charges imposed by the state and
12 by each enterprise as authorized by this act are fees, not taxes, because
13 each fee is collected from transportation system users for the primary
14 purpose of defraying the costs of mitigating the impact caused by the
15 transportation system user when engaging in an activity that is subject to
16 the fee in an amount reasonably related to the impacts caused by the
17 activity subject and the amount expended to mitigate that impact.

18 **SECTION 2.** In Colorado Revised Statutes, 8-20-206.5, **amend**
19 (6)(a)(II) as follows:

20 **8-20-206.5. Environmental response surcharge - liquefied**
21 **petroleum gas and natural gas inspection fund - perfluoroalkyl and**
22 **polyfluoroalkyl substances cash fund - definitions.** (6) (a) In addition
23 to the payment collected under subsection (1)(a) of this section, the
24 executive director of the department of revenue shall also collect a fee to:

25 (II) Support the department of transportation in functions related
26 to freight movement and infrastructure in the state, INCLUDING THE
27 FUNCTIONS OF THE FREIGHT MOBILITY AND SAFETY BRANCH OF THE

1 TRANSPORTATION DEVELOPMENT DIVISION OF THE DEPARTMENT OF
2 TRANSPORTATION CREATED IN SECTION 43-1-117 (4), as well as
3 infrastructure projects that enhance the safety of movement of
4 commercial materials;

5 **SECTION 3.** In Colorado Revised Statutes, 24-1-119, **add** (13)
6 as follows:

7 **24-1-119. Department of public health and environment -**
8 **creation.** (13) THE CLEAN FLEET ENTERPRISE, CREATED IN SECTION
9 25-7.5-103, SHALL EXERCISE ITS POWERS AND PERFORM ITS DUTIES AS IF
10 THE SAME WERE TRANSFERRED BY A **TYPE 1** TRANSFER, AS DEFINED IN
11 SECTION 24-1-105, TO THE DEPARTMENT OF PUBLIC HEALTH AND
12 ENVIRONMENT.

13 **SECTION 4.** In Colorado Revised Statutes, 24-1-128.7, **amend**
14 (5); and **add** (9) and (10) as follows:

15 **24-1-128.7. Department of transportation - creation.** (5) The
16 statewide bridge AND TUNNEL enterprise created in section 43-4-805 (2),
17 ~~C.R.S.~~, shall exercise its powers and perform its duties and functions as
18 if the same were transferred by a **type 1** transfer, as defined in section
19 24-1-105, to the department of transportation.

20 (9) THE CLEAN TRANSIT ENTERPRISE, CREATED IN SECTION
21 43-4-1203, SHALL EXERCISE ITS POWERS AND PERFORM ITS DUTIES AS IF
22 THE SAME WERE TRANSFERRED BY A **TYPE 1** TRANSFER, AS DEFINED IN
23 SECTION 24-1-105, TO THE DEPARTMENT OF TRANSPORTATION.

24 (10) THE NONATTAINMENT AREA AIR POLLUTION MITIGATION
25 ENTERPRISE, CREATED IN SECTION 43-4-1303, SHALL EXERCISE ITS POWERS
26 AND PERFORM ITS DUTIES AS IF THE SAME WERE TRANSFERRED BY A **TYPE**
27 **1** TRANSFER, AS DEFINED IN SECTION 24-1-105, TO THE DEPARTMENT OF

1 TRANSPORTATION.

2 **SECTION 5.** In Colorado Revised Statutes, **add 24-38.5-110 and**
3 **24-38.5-111** as follows:

4 **24-38.5-110. Electric vehicle plan and greenhouse gas**
5 **pollution reduction roadmap - annual progress reports.** FOR STATE
6 FISCAL YEAR 2022-23, AND FOR EACH SUBSEQUENT STATE FISCAL YEAR,
7 THE COLORADO ENERGY OFFICE AND THE DEPARTMENT OF PUBLIC HEALTH
8 AND ENVIRONMENT SHALL, AFTER CONSULTATION WITH THE DEPARTMENT
9 OF TRANSPORTATION, JOINTLY PREPARE AND PRESENT TO THE
10 TRANSPORTATION AND LOCAL GOVERNMENT AND ENERGY AND
11 ENVIRONMENT COMMITTEES OF THE HOUSE OF REPRESENTATIVES AND THE
12 TRANSPORTATION AND ENERGY COMMITTEE OF THE SENATE, OR ANY
13 SUCCESSOR COMMITTEES, AN ANNUAL REPORT DETAILING THE PROGRESS
14 MADE TOWARD THE ELECTRIC MOTOR VEHICLE ADOPTION GOALS SET
15 FORTH IN THE "COLORADO ELECTRIC VEHICLE PLAN 2020" AND THE
16 TRANSPORTATION SECTOR GREENHOUSE GAS POLLUTION REDUCTION
17 GOALS SET FORTH IN THE "COLORADO GREENHOUSE GAS POLLUTION
18 REDUCTION ROADMAP", PUBLISHED BY THE COLORADO ENERGY OFFICE.
19 THE COMMUNITY ACCESS ENTERPRISE CREATED IN SECTION 24-38.5-303
20 (1) AND THE CLEAN FLEET ENTERPRISE CREATED IN SECTION 25-7.5-103
21 (1)(a) SHALL ALSO POST THE ANNUAL REPORT ON THEIR WEBSITES.

22 **24-38.5-111. Social cost of greenhouse gas pollution - estimate**
23 **methodology.** EXCEPT WHERE A DIFFERENT METHODOLOGY IS
24 PRESCRIBED BY LAW, THE COLORADO ENERGY OFFICE, THE DEPARTMENT
25 OF TRANSPORTATION, AND THE DEPARTMENT OF PUBLIC HEALTH AND
26 ENVIRONMENT SHALL, WHEN ESTIMATING THE SOCIAL COSTS OF
27 GREENHOUSE GAS POLLUTION, BASE THEIR ESTIMATE ON THE MOST

1 RECENT ASSESSMENT OF THE SOCIAL COST OF CARBON DIOXIDE AND OTHER
2 GREENHOUSE GAS POLLUTANTS DEVELOPED BY THE FEDERAL
3 GOVERNMENT USING A DISCOUNT RATE THAT IS TWO AND ONE-HALF
4 PERCENT OR LESS AND DOES NOT YIELD A LOWER ESTIMATE OF COSTS
5 THAN THE COSTS PUBLISHED IN THE TECHNICAL SUPPORT DOCUMENT OF
6 THE FEDERAL INTERAGENCY WORKING GROUP ON THE SOCIAL COST OF
7 GREENHOUSE GASES ENTITLED "TECHNICAL UPDATE OF THE SOCIAL COST
8 OF CARBON FOR REGULATORY IMPACT ANALYSIS UNDER EXECUTIVE
9 ORDER 12866".

10 **SECTION 6.** In Colorado Revised Statutes, **add** part 3 to article
11 38.5 of title 24 as follows:

12 PART 3

13 COMMUNITY ACCESS TO ELECTRIC VEHICLE

14 CHARGING AND FUELING INFRASTRUCTURE

15 **24-38.5-301. Legislative declaration.** (1) THE GENERAL
16 ASSEMBLY HEREBY FINDS AND DECLARES THAT:

17 (a) RETAIL DELIVERIES ARE INCREASING AND ARE EXPECTED TO
18 CONTINUE TO INCREASE IN URBAN AND RURAL COMMUNITIES;

19 (b) THE MOTOR VEHICLES USED TO MAKE RETAIL DELIVERIES ARE
20 SOME OF THE MOST POLLUTING VEHICLES ON THE ROAD, WHICH HAS
21 RESULTED IN ADDITIONAL AND INCREASING AIR AND GREENHOUSE GAS
22 POLLUTION AT THE LOCAL COMMUNITY LEVEL FROM IDLING DELIVERY
23 VEHICLES IN NEIGHBORHOODS;

24 (c) THE ADVERSE ENVIRONMENTAL AND HEALTH IMPACTS OF
25 INCREASED LOCAL EMISSIONS FROM MOTOR VEHICLES USED TO MAKE
26 RETAIL DELIVERIES CAN BE MITIGATED AND OFFSET BY INVESTING IN THE
27 CHARGING AND FUELING INFRASTRUCTURE NEEDED TO SUPPORT

1 WIDESPREAD PUBLIC ADOPTION OF ELECTRIC MOTOR VEHICLES AND ZERO
2 EMISSION VEHICLES AND BY REPLACING THE STATE'S DIRTIEST PASSENGER
3 VEHICLES WITH ZERO EMISSION VEHICLES;

4 (d) INSTEAD OF REDUCING THE IMPACTS OF RETAIL DELIVERIES BY
5 LIMITING RETAIL DELIVERY ACTIVITY THROUGH REGULATION, IT IS MORE
6 APPROPRIATE TO CONTINUE TO ALLOW PERSONS WHO RECEIVE RETAIL
7 DELIVERIES TO BENEFIT FROM THE CONVENIENCE AFFORDED BY
8 UNFETTERED RETAIL DELIVERIES AND INSTEAD IMPOSE A SMALL FEE ON
9 EACH RETAIL DELIVERY AND USE FEE REVENUE TO FUND NECESSARY
10 MITIGATION ACTIVITIES;

11 (e) IT IS NECESSARY, APPROPRIATE, AND IN THE BEST INTEREST OF
12 THE STATE AND ALL COLORADANS TO INCENTIVIZE, SUPPORT, AND
13 ACCELERATE THE USE OF ELECTRIC MOTOR VEHICLES THROUGHOUT THE
14 STATE AND TO ENABLE THE STATE TO ACHIEVE ITS ELECTRIC MOTOR
15 VEHICLE ADOPTION GOALS AS SET FORTH IN THE COLORADO ENERGY
16 OFFICE'S "COLORADO ELECTRIC VEHICLE PLAN 2020" BECAUSE
17 WIDESPREAD ADOPTION OF ELECTRIC MOTOR VEHICLES:

18 (I) REDUCES EMISSIONS OF AIR POLLUTANTS, INCLUDING
19 HAZARDOUS AIR POLLUTANTS AND GREENHOUSE GASES, AT THE
20 COMMUNITY LEVEL THAT CONTRIBUTE TO ADVERSE HUMAN HEALTH
21 EFFECTS SUCH AS ASTHMA, HEART ATTACKS, AND LUNG CANCER, AND
22 ADVERSE ENVIRONMENTAL EFFECTS, INCLUDING BUT NOT LIMITED TO
23 CLIMATE CHANGE, AND HELPS THE STATE MEET ITS STATEWIDE
24 GREENHOUSE GAS POLLUTION REDUCTION TARGETS ESTABLISHED IN
25 SECTION 25-7-102 (2)(g) AND ITS TRANSPORTATION SECTOR GREENHOUSE
26 GAS POLLUTION REDUCTION TARGETS ESTABLISHED IN THE COLORADO
27 ENERGY OFFICE'S "COLORADO GREENHOUSE GAS POLLUTION REDUCTION

1 ROADMAP" AND COMPLY WITH AIR QUALITY ATTAINMENT STANDARDS;

2 (II) HELPS BUSINESSES AND GOVERNMENTAL ENTITIES OPERATE
3 MORE EFFICIENTLY AND HELPS INDIVIDUALS AND FAMILIES SAVE MONEY
4 OVER TIME BY REDUCING FUEL AND MAINTENANCE COSTS ASSOCIATED
5 WITH THE USE OF MOTOR VEHICLES; AND

6 (III) REDUCES THE SOCIAL COSTS OF EMISSIONS OF GREENHOUSE
7 GASES AND OTHER AIR POLLUTANTS BY REDUCING SUCH EMISSIONS; AND

8 (IV) REDUCES HIGHER EMISSIONS OF AIR POLLUTANTS IN LOCAL
9 COMMUNITIES, INCLUDING DISPROPORTIONATELY IMPACTED
10 COMMUNITIES, WHERE THERE IS INCREASED EXPOSURE TO
11 TRANSPORTATION-RELATED AIR POLLUTION AND WHERE, AS MANY
12 STUDIES CONFIRM, INCREASED EXPOSURE TO TRAFFIC AND AIR POLLUTION
13 RESULTS IN A HIGHER RISK FOR ADVERSE HEALTH OUTCOMES;

14 (f) RETIRING A RELATIVELY SMALL NUMBER OF HIGH-EMITTING
15 PASSENGER VEHICLES AND REPLACING THEM WITH LOW OR ZERO EMISSION
16 VEHICLES WOULD HAVE A RELATIVELY LARGE IMPACT ON EMISSIONS
17 REDUCTIONS, AS SHOWN BY A 2009 STUDY THAT FOUND THAT TEN
18 PERCENT OF PASSENGER VEHICLES ARE RESPONSIBLE FOR MORE THAN
19 THIRTY PERCENT OF NITROGEN OXIDE EMISSIONS AND NEARLY FIFTY
20 PERCENT OF HYDROCARBON EMISSIONS.

21 (g) ONE OF THE BEST WAYS TO INCENTIVIZE, SUPPORT, AND
22 ACCELERATE THE ADOPTION OF ELECTRIC MOTOR VEHICLES IN BOTH
23 URBAN AND RURAL AREAS IS TO REDUCE RANGE ANXIETY AND
24 INCONVENIENCE FOR ELECTRIC MOTOR VEHICLE USERS BY BUILDING
25 READILY AVAILABLE, ROBUST, EASY TO USE, AND EFFICIENT ELECTRIC
26 MOTOR VEHICLE CHARGING AND FUELING INFRASTRUCTURE IN
27 COMMUNITIES AND ALONG MAJOR HIGHWAY CORRIDORS THROUGHOUT THE

1 STATE;

2 (h) ANOTHER WAY TO INCENTIVIZE, SUPPORT, AND ACCELERATE
3 THE ADOPTION OF ELECTRIC MOTOR VEHICLES, PROMOTE EQUITABLE
4 ACCESS TO ELECTRICAL MOTOR VEHICLES AND LESS EXPENSIVE
5 ELECTRICAL ALTERNATIVES TO MOTOR VEHICLES, AND ENCOURAGE CLEAN
6 TRAVEL IS TO PROVIDE INCENTIVES IN COMMUNITIES, INCLUDING BUT NOT
7 LIMITED TO DISPROPORTIONATELY IMPACTED COMMUNITIES, FOR
8 ACQUISITION OR USE OF ELECTRIC MOTOR VEHICLES OR ELECTRIC
9 ALTERNATIVES TO MOTOR VEHICLES AND USE OF TRANSIT. CREATING
10 ACCESS TO ELECTRIC MOTOR VEHICLES OR ELECTRIC ALTERNATIVES TO
11 MOTOR VEHICLES FOR COMMUNITIES, INCLUDING BUT NOT LIMITED TO
12 DISPROPORTIONATELY IMPACTED COMMUNITIES, ADDRESSES INEQUITIES
13 BY ALLOWING INDIVIDUALS WHO CANNOT AFFORD TO UPGRADE TO MORE
14 FUEL EFFICIENT MOTOR VEHICLES TO UPGRADE TO MOTOR VEHICLES THAT
15 PRODUCE LITTLE OR NO EMISSIONS IN THEIR COMMUNITIES.

16 (i) BY REDUCING MOTOR VEHICLE EMISSIONS, INCENTIVIZING,
17 SUPPORTING, AND ACCELERATING THE ADOPTION OF ELECTRIC MOTOR
18 VEHICLES AT THE COMMUNITY LEVEL EFFECTIVELY REMEDIATES SOME OF
19 THE IMPACTS OF RETAIL DELIVERIES BY OFFSETTING A PORTION OF THE
20 INCREASED MOTOR VEHICLE EMISSIONS RESULTING FROM RETAIL
21 DELIVERIES.

22 (2) THE GENERAL ASSEMBLY FURTHER FINDS AND DECLARES THAT:

23 (a) TO INCENTIVIZE, SUPPORT, AND ACCELERATE THE
24 CONSTRUCTION OF ELECTRIC MOTOR VEHICLE CHARGING AND FUELING
25 INFRASTRUCTURE IN COMMUNITIES THROUGHOUT THE STATE;
26 INCENTIVIZE, SUPPORT, AND ACCELERATE THE ADOPTION OF ELECTRIC
27 MOTOR VEHICLES BY BUSINESSES, INCLUDING TRANSPORTATION NETWORK

1 COMPANIES, GOVERNMENTAL ENTITIES, AND INDIVIDUALS; AND THEREBY
2 INCREASE ACCESS TO ELECTRIC MOTOR VEHICLES, MINIMIZE AND MITIGATE
3 THE ENVIRONMENTAL AND HEALTH IMPACTS CAUSED BY
4 TRANSPORTATION-RELATED EMISSIONS OF AIR POLLUTANTS AND
5 GREENHOUSE GASES, AND ALLOW THE STATE AND ITS CITIZENS TO REAP
6 THE ENVIRONMENTAL, HEALTH, BUSINESS AND GOVERNMENTAL
7 OPERATIONAL EFFICIENCY, AND PERSONAL MOTOR VEHICLE TOTAL
8 OWNERSHIP COST SAVINGS BENEFITS OF WIDESPREAD ADOPTION OF
9 ELECTRIC MOTOR VEHICLES, IT IS NECESSARY, APPROPRIATE, AND IN THE
10 BEST INTEREST OF THE STATE TO CREATE A COMMUNITY ACCESS
11 ENTERPRISE THAT CAN PROVIDE SPECIALIZED BUSINESS SERVICES,
12 INCLUDING IMPACT REMEDIATION SERVICES, THAT HELP COMMUNITIES,
13 BUSINESSES, AND GOVERNMENTAL ENTITIES CONSTRUCT THE ELECTRIC
14 MOTOR VEHICLE CHARGING AND FUELING INFRASTRUCTURE NEEDED TO
15 SUPPORT WIDESPREAD ADOPTION OF ELECTRIC MOTOR VEHICLES,
16 INCLUDING LIGHT-DUTY, MEDIUM-DUTY, AND HEAVY-DUTY MOTOR
17 VEHICLES AND MOTOR VEHICLES USED TO MAKE RETAIL DELIVERIES, AND
18 THEREBY ASSUAGE RANGE ANXIETY CONCERNS, SUPPLY CHAIN
19 DISRUPTION CONCERNS, AND ANY OTHER CONCERNS THAT CURRENTLY
20 DISINCENTIVIZE THE WIDESPREAD ADOPTION OF ELECTRIC MOTOR
21 VEHICLES;

22 (b) THE SPECIFIC FOCUS OF THE ENTERPRISE IS THE EQUITABLE
23 REDUCTION AND MITIGATION OF THE ADVERSE ENVIRONMENTAL AND
24 HEALTH IMPACTS OF AIR POLLUTION AND GREENHOUSE GAS EMISSIONS AT
25 THE COMMUNITY LEVEL THROUGH SUPPORT OF THE ADOPTION OF ELECTRIC
26 MOTOR VEHICLES AND ELECTRIC ALTERNATIVES TO MOTOR VEHICLES AT
27 THE COMMUNITY LEVEL, INCLUDING BUT NOT LIMITED TO WITHIN

1 DISPROPORTIONATELY IMPACTED COMMUNITIES THROUGHOUT THE STATE;

2 (c) THE ENTERPRISE PROVIDES IMPACT REMEDIATION SERVICES
3 WHEN, IN EXCHANGE FOR THE PAYMENT OF COMMUNITY ACCESS RETAIL
4 DELIVERY FEES BY PURCHASERS OF TANGIBLE PERSONAL PROPERTY FOR
5 RETAIL DELIVERY, IT ACTS TO MITIGATE THE IMPACTS OF RESIDENTIAL AND
6 COMMERCIAL DELIVERIES ON THE STATE'S TRANSPORTATION
7 INFRASTRUCTURE, AIR QUALITY, AND EMISSIONS BY:

8 (I) FUNDING THE CONSTRUCTION OF ELECTRIC MOTOR VEHICLE
9 CHARGING INFRASTRUCTURE THAT SUPPORTS THE USE OF CLEAN AND
10 QUIET ELECTRIC MOTOR VEHICLES, INCLUDING MOTOR VEHICLES USED TO
11 MAKE RETAIL DELIVERIES;

12 (II) SPECIFICALLY SUPPORTING AND INCENTIVIZING THE
13 RETIREMENT OF OLD AND INEFFICIENT MOTOR VEHICLES POWERED BY
14 INTERNAL COMBUSTION ENGINES AND THE ADOPTION OF ELECTRIC MOTOR
15 VEHICLES, ELECTRIC ALTERNATIVES TO MOTOR VEHICLES, AND TRANSIT
16 USE IN COMMUNITIES, INCLUDING BUT NOT LIMITED TO
17 DISPROPORTIONATELY IMPACTED COMMUNITIES, THAT GENERALLY BEAR
18 THE GREATEST BURDEN OF THE ENVIRONMENTAL AND HEALTH IMPACTS OF
19 TRANSPORTATION EMISSIONS DUE TO DISPARITIES IN TRANSPORTATION
20 POLLUTION EXPOSURE;

21 (III) PROVIDING OUTREACH, EDUCATION, PLANNING FUNDS, OR
22 TRAINING TO SUPPORT THE SUCCESSFUL APPLICATIONS FOR FUNDING AND
23 THE PERFORMANCE OF ENTITIES RECEIVING FUNDS;

24 (IV) CONTRIBUTING TO THE COMPREHENSIVE REGULATORY
25 SCHEME REQUIRED FOR THE PLANNING, FUNDING, DEVELOPMENT,
26 CONSTRUCTION, MAINTENANCE, AND SUPERVISION OF A SUSTAINABLE
27 TRANSPORTATION SYSTEM; AND

1 (V) PROVIDING ADDITIONAL REMEDIATION SERVICES TO OFFSET
2 IMPACTS CAUSED BY FEE PAYERS AS MAY BE PROVIDED BY LAW;

3 (d) BY PROVIDING REMEDIATION SERVICES AS AUTHORIZED BY
4 THIS SECTION, THE ENTERPRISE PROVIDES A BENEFIT TO FEE PAYERS WHEN
5 IT REMEDIATES THE IMPACTS THEY CAUSE AND THEREFORE OPERATES AS
6 A BUSINESS IN ACCORDANCE WITH THE DETERMINATION OF THE
7 COLORADO SUPREME COURT IN *COLORADO UNION OF TAXPAYERS*
8 *FOUNDATION V. CITY OF ASPEN*, 2018 CO 36;

9 (e) CONSISTENT WITH THE DETERMINATION OF THE COLORADO
10 SUPREME COURT IN *NICHOLL V. E-470 PUBLIC HIGHWAY AUTHORITY*, 896
11 P.2d 859 (COLO. 1995), THAT THE POWER TO IMPOSE TAXES IS
12 INCONSISTENT WITH ENTERPRISE STATUS UNDER SECTION 20 OF ARTICLE
13 X OF THE STATE CONSTITUTION, IT IS THE CONCLUSION OF THE GENERAL
14 ASSEMBLY THAT THE REVENUE COLLECTED BY THE ENTERPRISE IS
15 GENERATED BY FEES, NOT TAXES, BECAUSE THE COMMUNITY ACCESS
16 RETAIL DELIVERY FEE IMPOSED BY THE ENTERPRISE AS AUTHORIZED BY
17 SECTION 24-38.5-303 (7) IS:

18 (I) IMPOSED FOR THE SPECIFIC PURPOSE OF ALLOWING THE
19 ENTERPRISE TO DEFRAY THE COSTS OF PROVIDING THE REMEDIATION
20 SERVICES SPECIFIED IN THIS SECTION, INCLUDING MITIGATING IMPACTS TO
21 AIR QUALITY AND GREENHOUSE GAS EMISSIONS CAUSED BY THE
22 ACTIVITIES ON WHICH THE FEE IS ASSESSED, AND CONTRIBUTES TO THE
23 IMPLEMENTATION OF THE COMPREHENSIVE REGULATORY SCHEME
24 REQUIRED FOR THE PLANNING, FUNDING, DEVELOPMENT, CONSTRUCTION,
25 MAINTENANCE, AND SUPERVISION OF A SUSTAINABLE TRANSPORTATION
26 SYSTEM; AND

27 (II) COLLECTED AT RATES THAT ARE REASONABLY CALCULATED

1 BASED ON THE IMPACTS CAUSED BY FEE PAYERS AND THE COST OF
2 REMEDIATING THOSE IMPACTS; AND

3 (f) SO LONG AS THE ENTERPRISE QUALIFIES AS AN ENTERPRISE FOR
4 PURPOSES OF SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION, THE
5 REVENUE FROM THE COMMUNITY ACCESS RETAIL DELIVERY FEE
6 COLLECTED BY THE ENTERPRISE IS NOT STATE FISCAL YEAR SPENDING, AS
7 DEFINED IN SECTION 24-77-102 (17), OR STATE REVENUES, AS DEFINED IN
8 SECTION 24-77-103.6 (6)(c), AND DOES NOT COUNT AGAINST EITHER THE
9 STATE FISCAL YEAR SPENDING LIMIT IMPOSED BY SECTION 20 OF ARTICLE
10 X OF THE STATE CONSTITUTION OR THE EXCESS STATE REVENUES CAP, AS
11 DEFINED IN SECTION 24-77-103.6 (6)(b)(I)(D).

12 **24-38.5-302. Definitions.** AS USED IN THIS PART 3, UNLESS THE
13 CONTEXT OTHERWISE REQUIRES:

14 (1) "BATTERY ELECTRIC MOTOR VEHICLE" MEANS A MOTOR
15 VEHICLE THAT IS POWERED EXCLUSIVELY BY A RECHARGEABLE BATTERY
16 PACK THAT CAN BE RECHARGED BY BEING PLUGGED INTO AN EXTERNAL
17 SOURCE OF ELECTRICITY AND THAT HAS NO SECONDARY SOURCE OF
18 PROPULSION.

19 (2) "BOARD" MEANS THE GOVERNING BOARD OF THE ENTERPRISE.

20 (3) (a) "DISPROPORTIONATELY IMPACTED COMMUNITY" MEANS A
21 COMMUNITY THAT IS IN A CENSUS BLOCK GROUP, AS DETERMINED IN
22 ACCORDANCE WITH THE MOST RECENT UNITED STATES DECENNIAL
23 CENSUS, WHERE THE PROPORTION OF HOUSEHOLDS THAT ARE LOW INCOME
24 IS GREATER THAN FORTY PERCENT, THE PROPORTION OF HOUSEHOLDS
25 THAT IDENTIFY AS MINORITY IS GREATER THAN FORTY PERCENT, OR THE
26 PROPORTION OF HOUSEHOLDS THAT ARE HOUSING COST-BURDENED IS
27 GREATER THAN FORTY PERCENT.

1 (b) AS USED IN THIS SUBSECTION (3):

2 (I) "COST-BURDENED" MEANS A HOUSEHOLD THAT SPENDS MORE
3 THAN THIRTY PERCENT OF ITS INCOME ON HOUSING.

4 (II) "LOW INCOME" MEANS THE MEDIAN HOUSEHOLD INCOME IS
5 LESS THAN OR EQUAL TO TWO HUNDRED PERCENT OF THE FEDERAL
6 POVERTY GUIDELINE.

7 (4) "ELECTRIC ALTERNATIVE TO MOTOR VEHICLES" MEANS A
8 VEHICLE, AS DEFINED IN SECTION 42-1-102 (112), THAT IS NOT A MOTOR
9 VEHICLE, AND THAT USES ELECTRICAL POWER IN WHOLE OR IN PART FOR
10 PROPULSION.

11 (5) "ELECTRIC MOTOR VEHICLE" MEANS A BATTERY ELECTRIC
12 MOTOR VEHICLE, A HYDROGEN FUEL CELL MOTOR VEHICLE, OR A PLUG-IN
13 HYBRID ELECTRIC MOTOR VEHICLE.

14 (6) "ELECTRIC MOTOR VEHICLE CHARGING INFRASTRUCTURE"
15 MEANS ELECTRIC VEHICLE CHARGING SYSTEMS AND OTHER ELECTRICAL
16 EQUIPMENT INSTALLED ON SITE TO SUPPORT ELECTRIC MOTOR VEHICLE
17 CHARGING INCLUDING BUT NOT LIMITED TO BATTERY ENERGY STORAGE
18 SYSTEMS.

19 (7) "ELECTRIC VEHICLE CHARGING SYSTEM" HAS THE SAME
20 MEANING AS SET FORTH IN SECTION 38-33.3-106.8 (7)(a).

21 (8) "ENTERPRISE" MEANS THE COMMUNITY ACCESS ENTERPRISE
22 CREATED IN SECTION 24-38.5-303 (1).

23 (9) "FUND" MEANS THE COMMUNITY ACCESS ENTERPRISE FUND
24 CREATED IN SECTION 24-38.5-303 (5).

25 (10) "HEAVY-DUTY ELECTRIC MOTOR VEHICLE" MEANS AN
26 ELECTRIC MOTOR VEHICLE THAT HAS A GROSS VEHICLE WEIGHT RATING,
27 AS DEFINED IN SECTION 42-2-402 (6), OF GREATER THAN TWENTY-SIX

1 THOUSAND POUNDS.

2 (11) "HYDROGEN FUEL CELL MOTOR VEHICLE" MEANS A MOTOR
3 VEHICLE THAT IS POWERED BY ELECTRICITY PRODUCED FROM A FUEL CELL
4 THAT USES HYDROGEN GAS AS FUEL.

5 (12) "INFLATION" MEANS THE AVERAGE ANNUAL PERCENTAGE
6 CHANGE IN THE UNITED STATES DEPARTMENT OF LABOR, BUREAU OF
7 LABOR STATISTICS, CONSUMER PRICE INDEX FOR
8 DENVER-AURORA-LAKEWOOD FOR ALL ITEMS AND ALL URBAN
9 CONSUMERS, OR ITS APPLICABLE PREDECESSOR OR SUCCESSOR INDEX, FOR
10 THE FIVE YEARS ENDING ON THE LAST DECEMBER 31 BEFORE THE STATE
11 FISCAL YEAR FOR WHICH AN INFLATION ADJUSTMENT TO BE MADE TO THE
12 COMMUNITY ACCESS RETAIL DELIVERY FEE IMPOSED PURSUANT TO
13 SECTION 24-38.5-303 (7) BEGINS.

14 (13) "LIGHT-DUTY ELECTRIC MOTOR VEHICLE" MEANS AN
15 ELECTRIC MOTOR VEHICLE THAT HAS A GROSS VEHICLE WEIGHT RATING,
16 AS DEFINED IN SECTION 42-4-402 (6), OF NOT MORE THAN TEN THOUSAND
17 POUNDS.

18 (14) "MEDIUM-DUTY ELECTRIC MOTOR VEHICLE" MEANS AN
19 ELECTRIC MOTOR VEHICLE THAT HAS A GROSS VEHICLE WEIGHT RATING,
20 AS DEFINED IN SECTION 42-4-402 (6), OF MORE THAN TEN THOUSAND
21 POUNDS AND NOT MORE THAN TWENTY-SIX THOUSAND POUNDS.

22 (15) "MOTOR VEHICLE" HAS THE MEANING SET FORTH IN SECTION
23 42-1-102 (58). THE TERM DOES NOT INCLUDE A PERSONAL DELIVERY
24 DEVICE.

25 (16) "PERSONAL DELIVERY DEVICE" MEANS AN AUTONOMOUSLY
26 OPERATED ROBOT THAT IS:

27 (I) DESIGNED AND MANUFACTURED FOR THE PURPOSE OF

1 TRANSPORTING TANGIBLE PERSONAL PROPERTY PRIMARILY ON
2 SIDEWALKS, CROSSWALKS, AND OTHER PUBLIC RIGHTS-OF-WAY THAT ARE
3 TYPICALLY USED BY PEDESTRIANS;

4 (II) WEIGHS NO MORE THAN FIVE HUNDRED FIFTY POUNDS,
5 EXCLUDING ANY TANGIBLE PERSONAL PROPERTY BEING TRANSPORTED;
6 AND

7 (III) OPERATES AT SPEEDS OF LESS THAN TEN MILES PER HOUR
8 WHEN ON SIDEWALKS, CROSSWALKS, AND OTHER PUBLIC RIGHTS-OF-WAY
9 THAT ARE TYPICALLY USED BY PEDESTRIANS.

10 (17) "PLUG-IN HYBRID ELECTRIC MOTOR VEHICLE" MEANS A
11 MOTOR VEHICLE THAT IS POWERED BY BOTH A RECHARGEABLE BATTERY
12 PACK THAT CAN BE RECHARGED BY BEING PLUGGED INTO AN EXTERNAL
13 SOURCE OF ELECTRICITY AND A SECONDARY SOURCE OF PROPULSION SUCH
14 AS AN INTERNAL COMBUSTION ENGINE.

15 (18) "RETAIL DELIVERY" MEANS A RETAIL SALE OF TANGIBLE
16 PERSONAL PROPERTY BY A RETAILER FOR DELIVERY BY A MOTOR VEHICLE
17 OWNED OR OPERATED BY THE RETAILER OR ANY OTHER PERSON TO THE
18 PURCHASER AT A LOCATION IN THE STATE, WHICH SALE INCLUDES AT
19 LEAST ONE ITEM OF TANGIBLE PERSONAL PROPERTY THAT IS SUBJECT TO
20 TAXATION UNDER ARTICLE 26 OF TITLE 39. EACH SUCH RETAIL SALE IS A
21 SINGLE RETAIL DELIVERY REGARDLESS OF THE NUMBER OF SHIPMENTS
22 NECESSARY TO DELIVER THE ITEMS OF TANGIBLE PERSONAL PROPERTY
23 PURCHASED.

24 (19) "RETAILER" HAS THE SAME MEANING AS SET FORTH IN
25 SECTION 39-26-102 (8).

26 (20) "RETAIL SALE" HAS THE SAME MEANING AS SET FORTH IN
27 SECTION 39-26-102 (9).

1 (21) "TANGIBLE PERSONAL PROPERTY" HAS THE SAME MEANING AS
2 SET FORTH IN SECTION 39-26-102 (15).

3 (22) "TRANSPORTATION NETWORK COMPANY" HAS THE SAME
4 MEANING AS SET FORTH IN SECTION 40-10.1-602 (3).

5 (23) "TRANSPORTATION NETWORK COMPANY DRIVER" HAS THE
6 SAME MEANING AS SET FORTH IN SECTION 40-10.1-602 (4).

7 (24) "TRANSPORTATION NETWORK COMPANY SERVICES" HAS THE
8 SAME MEANING AS SET FORTH IN SECTION 40-10.1-602 (6).

9 **24-38.5-303. Community access enterprise - creation - board**
10 **- powers and duties - fund - fee - transparency and reporting.**

11 (1) THE COMMUNITY ACCESS ENTERPRISE IS HEREBY CREATED IN THE
12 COLORADO ENERGY OFFICE. THE ENTERPRISE IS AND OPERATES AS A
13 GOVERNMENT-OWNED BUSINESS WITHIN THE OFFICE TO EXECUTE ITS
14 BUSINESS PURPOSE AS SPECIFIED IN SUBSECTION (3) OF THIS SECTION BY
15 EXERCISING THE POWERS AND PERFORMING THE DUTIES SET FORTH IN THIS
16 SECTION.

17 (2) (a) THE GOVERNING BOARD OF THE ENTERPRISE CONSISTS OF
18 SEVEN MEMBERS AS FOLLOWS:

19 (I) THE GOVERNOR SHALL APPOINT FOUR MEMBERS WITH THE
20 ADVICE AND CONSENT OF THE SENATE FOR TERMS OF THE LENGTH
21 SPECIFIED IN SUBSECTION (2)(b) OF THIS SECTION. OF THE FOUR, AT LEAST
22 ONE OF THE MEMBERS MUST REPRESENT DISPROPORTIONATELY IMPACTED
23 COMMUNITIES; AT LEAST ONE OF THE MEMBERS MUST REPRESENT THE
24 INTERESTS OF MOTOR VEHICLE MANUFACTURERS, THE ELECTRIC VEHICLE
25 CHARGING AND FUELING BUSINESSES, OR OWNERS OR OPERATORS OF
26 MOTOR VEHICLE FLEETS; AND AT LEAST ONE OF THE MEMBERS MUST
27 REPRESENT A BUSINESS OR ORGANIZATION THAT SUPPORTS ELECTRIC

1 ALTERNATIVES TO MOTOR VEHICLES. THE GOVERNOR SHALL MAKE
2 REASONABLE EFFORTS, TO THE EXTENT SUCH APPLICATIONS HAVE BEEN
3 SUBMITTED FOR CONSIDERATION FOR THE BOARD, TO CONSIDER MEMBERS
4 THAT REFLECT THE STATE'S GEOGRAPHIC DIVERSITY WHEN MAKING
5 APPOINTMENTS AND SHALL MAKE INITIAL APPOINTMENTS TO THE BOARD
6 NO LATER THAN OCTOBER 1, 2021.

7 (II) THE DIRECTOR OF THE COLORADO ENERGY OFFICE OR THE
8 DIRECTOR'S DESIGNEE;

9 (III) THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF PUBLIC
10 HEALTH AND ENVIRONMENT OR THE EXECUTIVE DIRECTOR'S DESIGNEE;
11 AND

12 (IV) THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF
13 TRANSPORTATION OR THE EXECUTIVE DIRECTOR'S DESIGNEE.

14 (b) THE MEMBERS OF THE BOARD APPOINTED BY THE GOVERNOR
15 SERVE FOR TERMS OF FOUR YEARS; EXCEPT THAT TWO OF THE MEMBERS
16 INITIALLY APPOINTED SHALL SERVE FOR INITIAL TERMS OF THREE YEARS.
17 A MEMBER WHO IS APPOINTED BY THE GOVERNOR TO FILL A VACANCY ON
18 THE BOARD SHALL SERVE THE REMAINDER OF THE UNEXPIRED TERM OF
19 THE FORMER MEMBER. THE OTHER BOARD MEMBERS SERVE FOR AS LONG
20 AS THEY HOLD THEIR POSITIONS OR ARE DESIGNATED TO SERVE.

21 (c) MEMBERS OF THE BOARD SERVE WITHOUT COMPENSATION BUT
22 MUST BE REIMBURSED FROM MONEY IN THE FUND FOR ACTUAL AND
23 NECESSARY EXPENSES INCURRED IN THE PERFORMANCE OF THEIR DUTIES
24 PURSUANT TO THIS PART 3.

25 (3) THE BUSINESS PURPOSE OF THE ENTERPRISE IS TO SUPPORT THE
26 WIDESPREAD ADOPTION OF ELECTRIC MOTOR VEHICLES, INCLUDING MOTOR
27 VEHICLES THAT ORIGINALLY WERE POWERED EXCLUSIVELY BY INTERNAL

1 COMBUSTION ENGINES BUT HAVE BEEN CONVERTED INTO ELECTRIC MOTOR
2 VEHICLES, IN AN EQUITABLE MANNER BY DIRECTLY INVESTING IN
3 TRANSPORTATION INFRASTRUCTURE, MAKING GRANTS OR PROVIDING
4 REBATES OR OTHER FINANCING OPTIONS TO FUND THE CONSTRUCTION OF
5 ELECTRIC MOTOR VEHICLE CHARGING INFRASTRUCTURE THROUGHOUT THE
6 STATE, AND INCENTIVIZING THE ACQUISITION AND USE OF ELECTRIC
7 MOTOR VEHICLES AND ELECTRIC ALTERNATIVES TO MOTOR VEHICLES IN
8 COMMUNITIES, INCLUDING BUT NOT LIMITED TO DISPROPORTIONATELY
9 IMPACTED COMMUNITIES, AND BY OWNERS OF OLDER, LESS FUEL
10 EFFICIENT, AND HIGHER POLLUTING VEHICLES. TO ALLOW THE ENTERPRISE
11 TO ACCOMPLISH THIS BUSINESS PURPOSE AND FULLY EXERCISE ITS POWERS
12 AND DUTIES THROUGH THE BOARD, THE ENTERPRISE MAY:

13 (a) IMPOSE A COMMUNITY ACCESS RETAIL DELIVERY FEE AS
14 AUTHORIZED BY SUBSECTION (7) OF THIS SECTION;

15 (b) INVEST IN TRANSPORTATION INFRASTRUCTURE PROGRAMS AS
16 AUTHORIZED BY SUBSECTION (8) OF THIS SECTION; AND

17 (c) ISSUE REVENUE BONDS PAYABLE FROM THE REVENUE AND
18 OTHER AVAILABLE MONEY OF THE ENTERPRISE.

19 (4) THE ENTERPRISE CONSTITUTES AN ENTERPRISE FOR PURPOSES
20 OF SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION SO LONG AS IT
21 RETAINS THE AUTHORITY TO ISSUE REVENUE BONDS AND RECEIVES LESS
22 THAN TEN PERCENT OF ITS TOTAL ANNUAL REVENUE IN GRANTS FROM ALL
23 COLORADO STATE AND LOCAL GOVERNMENTS COMBINED. SO LONG AS IT
24 CONSTITUTES AN ENTERPRISE PURSUANT TO THIS SUBSECTION (4), THE
25 ENTERPRISE IS NOT SUBJECT TO SECTION 20 OF ARTICLE X OF THE STATE
26 CONSTITUTION.

27 (5) (a) THE COMMUNITY ACCESS ENTERPRISE FUND IS HEREBY

1 CREATED IN THE STATE TREASURY. THE FUND CONSISTS OF COMMUNITY
2 ACCESS RETAIL DELIVERY FEE REVENUE CREDITED TO THE FUND PURSUANT
3 TO SUBSECTION (7) OF THIS SECTION, ANY MONETARY GIFTS, GRANTS,
4 DONATIONS, OR OTHER PAYMENTS RECEIVED BY THE ENTERPRISE, ANY
5 FEDERAL MONEY THAT MAY BE CREDITED TO THE FUND, AND ANY OTHER
6 MONEY THAT THE GENERAL ASSEMBLY MAY APPROPRIATE OR TRANSFER
7 TO THE FUND. THE STATE TREASURER SHALL CREDIT ALL INTEREST AND
8 INCOME DERIVED FROM THE DEPOSIT AND INVESTMENT OF MONEY IN THE
9 FUND TO THE FUND. MONEY IN THE FUND IS CONTINUOUSLY APPROPRIATED
10 TO THE ENTERPRISE AND MAY BE EXPENDED TO PROVIDE GRANTS AND
11 REBATES, PAY ITS REASONABLE AND NECESSARY OPERATING EXPENSES,
12 INCLUDING THE REPAYMENT OF ANY LOAN RECEIVED PURSUANT TO
13 SUBSECTION (5)(b) OF THIS SECTION, AND OTHERWISE EXERCISE ITS
14 POWERS AND PERFORM ITS DUTIES AS AUTHORIZED BY THIS PART 3.

15 (b) THE COLORADO ENERGY OFFICE MAY TRANSFER MONEY FROM
16 THE ENERGY FUND CREATED IN SECTION 24-38.5-102.4 TO THE ENTERPRISE
17 FOR THE PURPOSE OF DEFRAYING EXPENSES INCURRED BY THE ENTERPRISE
18 BEFORE IT RECEIVES FEE REVENUE OR REVENUE BOND PROCEEDS. THE
19 ENTERPRISE MAY ACCEPT AND EXPEND ANY MONEY SO TRANSFERRED,
20 AND, NOTWITHSTANDING ANY STATE FISCAL RULE OR GENERALLY
21 ACCEPTED ACCOUNTING PRINCIPLE THAT COULD OTHERWISE BE
22 INTERPRETED TO REQUIRE A CONTRARY CONCLUSION, SUCH A TRANSFER
23 IS A LOAN FROM THE COLORADO ENERGY OFFICE TO THE ENTERPRISE THAT
24 IS REQUIRED TO BE REPAYED AND IS NOT A GRANT FOR PURPOSES OF SECTION
25 20 (2)(d) OF ARTICLE X OF THE STATE CONSTITUTION OR AS DEFINED IN
26 SECTION 24-77-102 (7). ALL MONEY TRANSFERRED AS A LOAN TO THE
27 ENTERPRISE SHALL BE CREDITED TO THE COMMUNITY ACCESS ENTERPRISE

1 INITIAL EXPENSES FUND, WHICH IS HEREBY CREATED IN THE STATE
2 TREASURY, AND LOAN LIABILITIES THAT ARE RECORDED IN THE
3 COMMUNITY ACCESS ENTERPRISE INITIAL EXPENSES FUND BUT THAT ARE
4 NOT REQUIRED TO BE PAID IN THE CURRENT FISCAL YEAR SHALL NOT BE
5 CONSIDERED WHEN CALCULATING SUFFICIENT STATUTORY FUND BALANCE
6 FOR PURPOSES OF SECTION 24-75-109. THE STATE TREASURER SHALL
7 CREDIT ALL INTEREST AND INCOME DERIVED FROM THE DEPOSIT AND
8 INVESTMENT OF MONEY IN THE COMMUNITY ACCESS ENTERPRISE INITIAL
9 EXPENSES FUND TO THE FUND. THE COMMUNITY ACCESS ENTERPRISE
10 INITIAL EXPENSES FUND IS CONTINUOUSLY APPROPRIATED TO THE
11 ENTERPRISE FOR THE PURPOSE OF DEFRAYING EXPENSES INCURRED BY THE
12 ENTERPRISE BEFORE IT RECEIVES FEE REVENUE OR REVENUE BOND
13 PROCEEDS. AS THE ENTERPRISE RECEIVES SUFFICIENT REVENUE IN EXCESS
14 OF EXPENSES, THE ENTERPRISE SHALL REIMBURSE THE ENERGY FUND FOR
15 THE PRINCIPAL AMOUNT OF ANY LOAN FROM THE ENERGY FUND MADE BY
16 THE COLORADO ENERGY OFFICE PLUS INTEREST AT A RATE SET BY THE
17 COLORADO ENERGY OFFICE. UPON RECEIPT OF SUCH REIMBURSEMENT, THE
18 COLORADO ENERGY OFFICE SHALL INSTRUCT THE STATE TREASURER TO
19 TRANSFER FROM THE ENERGY FUND TO THE GENERAL FUND THE AMOUNT
20 NEEDED TO FULLY REPAY THE AMOUNT OF ANY GENERAL FUND MONEY
21 APPROPRIATED TO THE ENERGY FUND FOR THE PURPOSE OF FUNDING THE
22 LOAN MADE PURSUANT TO THIS SUBSECTION (5)(b) PLUS THE INTEREST
23 INCLUDED IN THE REIMBURSEMENT.

24 (6) IN ADDITION TO ANY OTHER POWERS AND DUTIES SPECIFIED IN
25 THIS SECTION, THE BOARD HAS THE FOLLOWING GENERAL POWERS AND
26 DUTIES:

27 (a) TO ADOPT BYLAWS FOR THE REGULATION OF ITS AFFAIRS AND

1 THE CONDUCT OF ITS BUSINESS;

2 (b) TO ACQUIRE, HOLD TITLE TO, AND DISPOSE OF REAL AND
3 PERSONAL PROPERTY;

4 (c) IN CONSULTATION WITH THE DIRECTOR OF THE COLORADO
5 ENERGY OFFICE OR THE DIRECTOR'S DESIGNEE, TO EMPLOY AND SUPERVISE
6 INDIVIDUALS, PROFESSIONAL CONSULTANTS, AND CONTRACTORS AS ARE
7 NECESSARY IN ITS JUDGMENT TO CARRY OUT ITS BUSINESS PURPOSE;

8 (d) TO CONTRACT WITH ANY PUBLIC OR PRIVATE ENTITY
9 INCLUDING STATE AGENCIES, CONSULTANTS, AND THE ATTORNEY
10 GENERAL'S OFFICE FOR PROFESSIONAL AND TECHNICAL ASSISTANCE,
11 OFFICE SPACE AND ADMINISTRATIVE SERVICES, ADVICE, AND OTHER
12 SERVICES RELATED TO THE CONDUCT OF THE AFFAIRS OF THE
13 ENTERPRISE. THE ENTERPRISE IS ENCOURAGED TO ISSUE GRANTS ON A
14 COMPETITIVE BASIS BASED ON WRITTEN CRITERIA ESTABLISHED BY THE
15 ENTERPRISE IN ADVANCE OF ANY DEADLINES FOR THE SUBMISSION OF
16 GRANT APPLICATIONS. THE BOARD SHALL GENERALLY AVOID USING
17 SOLE-SOURCE CONTRACTS.

18 (e) TO SEEK, ACCEPT, AND EXPEND GIFTS, GRANTS, DONATIONS, OR
19 OTHER PAYMENTS FROM PRIVATE OR PUBLIC SOURCES FOR THE PURPOSES
20 OF THIS PART 3 SO LONG AS THE TOTAL AMOUNT OF ALL GRANTS FROM
21 COLORADO STATE AND LOCAL GOVERNMENTS RECEIVED IN ANY STATE
22 FISCAL YEAR IS LESS THAN TEN PERCENT OF THE ENTERPRISE'S TOTAL
23 ANNUAL REVENUE FOR THE STATE FISCAL YEAR. THE ENTERPRISE SHALL
24 TRANSMIT ANY MONEY RECEIVED THROUGH GIFTS, GRANTS, DONATIONS,
25 OR OTHER PAYMENTS TO THE STATE TREASURER, WHO SHALL CREDIT THE
26 MONEY TO THE FUND.

27 (f) TO PUBLISH GRANT AND SIMILAR PROGRAM PROCESSES BY

1 WHICH THE ENTERPRISE ACCEPTS APPLICATIONS, THE CRITERIA USED FOR
2 EVALUATING APPLICATIONS, AND A LIST OF GRANTEES PURSUANT TO
3 SUBSECTION (8) OF THIS SECTION;

4 (g) TO PROMULGATE RULES FOR THE SOLE PURPOSE OF SETTING
5 THE AMOUNT OF THE COMMUNITY ACCESS RETAIL DELIVERY FEE AT OR
6 BELOW THE MAXIMUM AMOUNT AUTHORIZED IN THIS SECTION; AND

7 (h) TO HAVE AND EXERCISE ALL RIGHTS AND POWERS NECESSARY
8 OR INCIDENTAL TO OR IMPLIED FROM THE SPECIFIC POWERS AND DUTIES
9 GRANTED BY THIS SECTION.

10 (7) (a) IN FURTHERANCE OF ITS BUSINESS PURPOSE, BEGINNING IN
11 STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL IMPOSE, AND THE
12 DEPARTMENT OF REVENUE SHALL COLLECT ON BEHALF OF THE
13 ENTERPRISE, A COMMUNITY ACCESS RETAIL DELIVERY FEE ON EACH RETAIL
14 DELIVERY. EACH RETAILER WHO MAKES A RETAIL DELIVERY SHALL ADD
15 TO THE PRICE OF THE RETAIL DELIVERY, COLLECT FROM THE PURCHASER,
16 AND PAY TO THE DEPARTMENT OF REVENUE AT THE TIME AND IN THE
17 MANNER PRESCRIBED BY THE DEPARTMENT IN ACCORDANCE WITH SECTION
18 43-4-218 (6) THE COMMUNITY ACCESS RETAIL DELIVERY FEE. FOR THE
19 PURPOSE OF MINIMIZING COMPLIANCE COSTS FOR RETAILERS AND
20 ADMINISTRATIVE COSTS FOR THE STATE, THE DEPARTMENT OF REVENUE
21 SHALL COLLECT AND ADMINISTER THE COMMUNITY ACCESS RETAIL
22 DELIVERY FEE ON BEHALF OF THE ENTERPRISE IN THE SAME MANNER IN
23 WHICH IT COLLECTS AND ADMINISTERS THE RETAIL DELIVERY FEE IMPOSED
24 BY SECTION 43-4-218 (3).

25 (b) FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY
26 PURCHASED DURING STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL
27 IMPOSE THE COMMUNITY ACCESS RETAIL DELIVERY FEE IN A MAXIMUM

1 AMOUNT OF SIX AND NINE-TENTHS CENTS.

2 (c) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (7)(c)(II)
3 OF THIS SECTION, FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL
4 PROPERTY PURCHASED DURING STATE FISCAL YEAR 2023-24 OR DURING
5 ANY SUBSEQUENT STATE FISCAL YEAR, THE ENTERPRISE SHALL IMPOSE THE
6 COMMUNITY ACCESS RETAIL DELIVERY FEE IN A MAXIMUM AMOUNT THAT
7 IS THE MAXIMUM AMOUNT FOR THE PRIOR STATE FISCAL YEAR ADJUSTED
8 FOR INFLATION. THE ENTERPRISE SHALL NOTIFY THE DEPARTMENT OF
9 REVENUE OF THE AMOUNT OF THE COMMUNITY ACCESS RETAIL DELIVERY
10 FEE TO BE COLLECTED FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL
11 PROPERTY PURCHASED DURING EACH STATE FISCAL YEAR NO LATER THAN
12 MARCH 15 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR
13 BEGINS, AND THE DEPARTMENT OF REVENUE SHALL PUBLISH THE AMOUNT
14 NO LATER THAN APRIL 15 OF THE CALENDAR YEAR IN WHICH THE STATE
15 FISCAL YEAR BEGINS.

16 (II) THE ENTERPRISE IS AUTHORIZED TO ADJUST THE AMOUNT OF
17 THE COMMUNITY ACCESS RETAIL DELIVERY FEE FOR RETAIL DELIVERIES OF
18 TANGIBLE PERSONAL PROPERTY PURCHASED DURING A STATE FISCAL YEAR
19 ONLY IF THE DEPARTMENT OF REVENUE ADJUSTS THE AMOUNT OF THE
20 RETAIL DELIVERY FEE IMPOSED BY SECTION 43-4-218 (3) FOR RETAIL
21 DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED DURING THE
22 STATE FISCAL YEAR.

23 (8) IN FURTHERANCE OF ITS BUSINESS PURPOSE, AND SUBJECT TO
24 THE REQUIREMENTS SET FORTH IN THIS SUBSECTION (8), THE ENTERPRISE
25 IS AUTHORIZED TO IMPLEMENT GRANT, LOAN, OR REBATE PROGRAMS FOR
26 THE FOLLOWING PURPOSES:

27 (a) TO FUND THE CONSTRUCTION OF ELECTRIC MOTOR VEHICLE

1 CHARGING INFRASTRUCTURE INCLUDING BUT NOT LIMITED TO:

2 (I) PUBLIC, WORKPLACE, TRANSPORTATION NETWORK COMPANY,
3 AND MULTIFAMILY ELECTRIC VEHICLE CHARGERS;

4 (II) ELECTRIC VEHICLE CHARGERS FOR COMMUNITIES, INCLUDING
5 BUT NOT LIMITED TO DISPROPORTIONATELY IMPACTED COMMUNITIES;

6 (III) ELECTRIC VEHICLE CHARGERS FOR MEDIUM-DUTY ELECTRIC
7 MOTOR VEHICLES AND HEAVY-DUTY ELECTRIC MOTOR VEHICLES,
8 INCLUDING ELECTRIFIED REFRIGERATED TRAILERS;

9 (IV) INFRASTRUCTURE NEEDS TO SUPPORT THE POWERING OF
10 HYDROGEN FUEL CELL MOTOR VEHICLES; AND

11 (V) NETWORKS AND PLAZAS OF DIRECT CURRENT CHARGING
12 INFRASTRUCTURE THAT OFFER FAST CHARGING FOR ELECTRIC MOTOR
13 VEHICLES;

14 (b) TO PROVIDE INEXPENSIVE AND ACCESSIBLE ELECTRIC
15 ALTERNATIVES TO MOTOR VEHICLES SUCH AS ELECTRICAL ASSISTED
16 BICYCLES AND ELECTRIC SCOOTERS;

17 (c) TO SUPPORT THE ADOPTION OF ELECTRIC MOTOR VEHICLES IN
18 COMMUNITIES, INCLUDING BUT NOT LIMITED TO DISPROPORTIONATELY
19 IMPACTED COMMUNITIES, INCLUDING BY INCENTIVIZING REPLACEMENT OF
20 HIGH-EMITTING MOTOR VEHICLES WITH ELECTRIC MOTOR VEHICLES; AND

21 (d) TO PROVIDE INCENTIVES FOR TRANSPORTATION NETWORK
22 COMPANIES AND COMPANIES THAT RENT MOTOR VEHICLES TO
23 TRANSPORTATION NETWORK COMPANY DRIVERS FOR USE IN PROVIDING
24 TRANSPORTATION NETWORK COMPANY SERVICES TO INCREASE ACCESS TO
25 OVERNIGHT CHARGING CAPABILITY FOR DRIVERS.

26 (9) THE ENTERPRISE SHALL CONTRACT WITH THE AIR POLLUTION
27 CONTROL DIVISION OF THE DEPARTMENT OF PUBLIC HEALTH AND

1 ENVIRONMENT TO DEVELOP PROPOSED RULES FOR THE CONSIDERATION OF
2 THE AIR QUALITY CONTROL COMMISSION THAT WILL SUPPORT THE
3 ENTERPRISE'S BUSINESS SERVICES, INCLUDING REMEDIATION SERVICES, IN
4 A MANNER THAT MAINTAINS COMPLIANCE WITH THE FEDERAL AND STATE
5 STATUTES, RULES, AND REGULATIONS GOVERNING AIR QUALITY. THE
6 DIVISION SHALL COLLABORATE WITH THE COLORADO ENERGY OFFICE AND
7 THE DEPARTMENT OF TRANSPORTATION WHEN DEVELOPING THE RULES.

8 (10) (a) TO ENSURE TRANSPARENCY AND ACCOUNTABILITY, THE
9 ENTERPRISE SHALL:

10 (I) NO LATER THAN JUNE 1, 2022, PUBLISH AND POST ON ITS
11 WEBSITE A TEN-YEAR PLAN THAT DETAILS HOW THE ENTERPRISE WILL
12 EXECUTE ITS BUSINESS PURPOSE DURING STATE FISCAL YEARS 2022-23
13 THROUGH 2031-32 AND ESTIMATES THE AMOUNT OF FUNDING NEEDED TO
14 IMPLEMENT THE PLAN. NO LATER THAN JANUARY 1, 2032, THE ENTERPRISE
15 SHALL PUBLISH AND POST ON ITS WEBSITE A NEW TEN-YEAR PLAN FOR
16 STATE FISCAL YEARS 2032-33 THROUGH 2041-42.

17 (II) CREATE, MAINTAIN, AND REGULARLY UPDATE ON ITS WEBSITE
18 A PUBLIC ACCOUNTABILITY DASHBOARD THAT PROVIDES, AT A MINIMUM,
19 ACCESSIBLE AND TRANSPARENT SUMMARY INFORMATION REGARDING THE
20 IMPLEMENTATION OF ITS TEN-YEAR PLAN, THE FUNDING STATUS AND
21 PROGRESS TOWARD COMPLETION OF EACH PROJECT THAT IT WHOLLY OR
22 PARTLY FUNDS, AND ITS PER PROJECT AND TOTAL FUNDING AND
23 EXPENDITURES;

24 (III) ENGAGE REGULARLY REGARDING ITS PROJECTS AND
25 ACTIVITIES WITH THE PUBLIC, SPECIFICALLY REACHING OUT TO AND
26 SEEKING INPUT FROM COMMUNITIES, INCLUDING BUT NOT LIMITED TO
27 DISPROPORTIONATELY IMPACTED COMMUNITIES, AND INTEREST GROUPS

1 THAT ARE LIKELY TO BE INTERESTED IN THE PROJECTS AND ACTIVITIES;
2 AND

3 (IV) PREPARE AN ANNUAL REPORT REGARDING ITS ACTIVITIES AND
4 FUNDING AND PRESENT THE REPORT TO THE TRANSPORTATION
5 COMMISSION CREATED IN SECTION 43-1-106 (1) AND TO THE
6 TRANSPORTATION AND LOCAL GOVERNMENT AND ENERGY AND
7 ENVIRONMENT COMMITTEES OF THE HOUSE OF REPRESENTATIVES AND THE
8 TRANSPORTATION AND ENERGY COMMITTEE OF THE SENATE, OR ANY
9 SUCCESSOR COMMITTEES. THE ENTERPRISE SHALL ALSO POST THE ANNUAL
10 REPORT ON ITS WEBSITE. NOTWITHSTANDING THE REQUIREMENT IN
11 SECTION 24-1-136 (11)(a)(I), THE REQUIREMENT TO SUBMIT THE REPORT
12 REQUIRED IN THIS SUBSECTION (10)(a)(IV) TO THE SPECIFIED LEGISLATIVE
13 COMMITTEES CONTINUES INDEFINITELY.

14 (b) THE ENTERPRISE IS SUBJECT TO THE OPEN MEETINGS
15 PROVISIONS OF THE "COLORADO SUNSHINE ACT OF 1972", CONTAINED IN
16 PART 4 OF ARTICLE 6 OF THIS TITLE 24, AND THE "COLORADO OPEN
17 RECORDS ACT", PART 2 OF ARTICLE 72 OF THIS TITLE 24.

18 (c) FOR PURPOSES OF THE "COLORADO OPEN RECORDS ACT", PART
19 2 OF ARTICLE 72 OF THIS TITLE 24, AND EXCEPT AS MAY OTHERWISE BE
20 PROVIDED BY FEDERAL LAW OR REGULATION OR STATE LAW, THE RECORDS
21 OF THE ENTERPRISE ARE PUBLIC RECORDS, AS DEFINED IN SECTION
22 24-72-202 (6), REGARDLESS OF WHETHER THE ENTERPRISE RECEIVES LESS
23 THAN TEN PERCENT OF ITS TOTAL ANNUAL REVENUE IN GRANTS, AS
24 DEFINED IN SECTION 24-77-102 (7), FROM ALL COLORADO STATE AND
25 LOCAL GOVERNMENTS COMBINED.

26 (d) THE ENTERPRISE IS A PUBLIC ENTITY FOR PURPOSES OF PART 2
27 OF ARTICLE 57 OF TITLE 11.

1 **SECTION 7.** In Colorado Revised Statutes, 24-75-219, **amend**
2 (1)(g); **repeal** (2) and (5); and **add** (1)(g.5) and (7) as follows:

3 **24-75-219. Transfers - transportation - capital construction -**
4 **definitions - repeal.** (1) As used in this section, unless the context
5 otherwise requires:

6 (g) "Multimodal transportation AND MITIGATION options fund"
7 means the multimodal transportation AND MITIGATION options fund
8 created in section 43-4-1103 (1).

9 (g.5) "REVITALIZING MAIN STREETS PROGRAM" MEANS THE
10 DEPARTMENT OF TRANSPORTATION'S GRANT PROGRAM TO SUPPORT
11 COMMUNITIES ACROSS THE STATE AS THEY BUILD AND IMPROVE
12 MULTIMODAL INFRASTRUCTURE IN A WAY THAT SAFELY CONNECTS
13 COLORADANS TO THE COMMUNITY-FOCUSED DOWNTOWNS WHERE THEY
14 LIVE, WORK, DINE, AND SHOP.

15 ~~(2) (a) On June 30, 2016, the state treasurer shall transfer:~~

16 ~~(I) One hundred ninety-nine million two hundred thousand dollars~~
17 ~~from the general fund to the highway users tax fund; and~~

18 ~~(II) Forty-nine million eight hundred thousand dollars from the~~
19 ~~general fund to the capital construction fund.~~

20 ~~(b) On June 30, 2017, the state treasurer shall transfer:~~

21 ~~(I) Seventy-nine million dollars from the general fund to the~~
22 ~~highway users tax fund; and~~

23 ~~(II) Fifty-two million seven hundred thousand dollars from the~~
24 ~~general fund to the capital construction fund.~~

25 ~~(c) On June 30, 2018, the state treasurer shall transfer~~
26 ~~seventy-nine million dollars from the general fund to the highway users~~
27 ~~tax fund.~~

1 ~~(c.3) On June 30, 2019, the state treasurer shall transfer:~~

2 ~~(I) Repealed.~~

3 ~~(II) Sixty million dollars from the general fund to the capital~~
4 ~~construction fund.~~

5 ~~(c.7) On June 30, 2020, the state treasurer shall transfer:~~

6 ~~(I) Repealed.~~

7 ~~(II) Sixty million dollars from the general fund to the capital~~
8 ~~construction fund.~~

9 ~~(d) For each state fiscal year beginning on or after July 1, 2020,~~
10 ~~the general assembly may appropriate or transfer, in its sole discretion,~~
11 ~~moneys from the general fund to the highway users tax fund, the capital~~
12 ~~construction fund, or both funds.~~

13 ~~(e) Repealed.~~

14 ~~(5) (a) On July 1, 2018, the state treasurer shall transfer a total~~
15 ~~amount of four hundred ninety-five million dollars from the general fund~~
16 ~~for the purposes of funding state and local transportation needs as~~
17 ~~follows:~~

18 ~~(I) Three hundred forty-six million five hundred thousand dollars~~
19 ~~to the state highway fund;~~

20 ~~(II) Seventy-four million two hundred fifty thousand dollars to the~~
21 ~~highway users tax fund for allocation to counties and municipalities as~~
22 ~~specified in section 43-4-205 (6.4); and~~

23 ~~(III) Seventy-four million two hundred fifty thousand dollars to~~
24 ~~the multimodal transportation options fund.~~

25 ~~(b) On July 1, 2019, the state treasurer shall transfer a total~~
26 ~~amount of one hundred fifty million dollars from the general fund for the~~
27 ~~purposes of funding state and local transportation needs as follows:~~

1 ~~(I) One hundred five million dollars to the state highway fund;~~

2 ~~(II) Twenty-two million five hundred thousand dollars to the~~
3 ~~highway users tax fund for allocation to counties and municipalities as~~
4 ~~specified in section 43-4-205 (6.4); and~~

5 ~~(III) Twenty-two million five hundred thousand dollars to the~~
6 ~~multimodal transportation options fund.~~

7 ~~(b.5) On July 1, 2019, the state treasurer shall transfer one~~
8 ~~hundred million dollars from the general fund to the highway users tax~~
9 ~~fund.~~

10 ~~(c) The state treasurer shall transfer fifty million dollars from the~~
11 ~~general fund to the state highway fund on June 30, 2020. Except as~~
12 ~~otherwise provided in subsection (5)(d) of this section and section~~
13 ~~43-4-714 (2)(a), On June 30, 2023, and on each succeeding June 30~~
14 ~~through June 30, 2040, the state treasurer shall transfer money from the~~
15 ~~general fund to the state highway fund. as follows:~~

16 ~~(I) and (II) Repealed.~~

17 ~~(III) (A) If a ballot issue that authorizes the state to issue~~
18 ~~transportation revenue anticipation notes is submitted to the registered~~
19 ~~electors of the state for their approval or rejection at the November 2021~~
20 ~~statewide election pursuant to section 43-4-705 (13)(b) and a majority of~~
21 ~~the electors voting on the ballot issue vote "No/Against", fifty million~~
22 ~~dollars;~~

23 ~~(B) (Deleted by amendment, L. 2019.)~~

24 ~~(C) This subsection (5)(c)(III) is repealed, effective January 1,~~
25 ~~2022, if a ballot issue that authorizes the state to issue transportation~~
26 ~~revenue anticipation notes is submitted to the registered electors of the~~
27 ~~state for their approval or rejection at the November 2021 statewide~~

1 election pursuant to section 43-4-705 (13)(b) and a majority of the
2 electors voting on the ballot issue vote "Yes/For";

3 ~~(D) This subsection (5)(c)(III)(D) and subsection (5)(c)(III)(C) of~~
4 ~~this section are repealed, effective January 1, 2022, if a ballot issue that~~
5 ~~authorizes the state to issue transportation revenue anticipation notes is~~
6 ~~submitted to the registered electors of the state for their approval or~~
7 ~~rejection at the November 2021 statewide election pursuant to section~~
8 ~~43-4-705 (13)(b) and a majority of the electors voting on the ballot issue~~
9 ~~vote "No/Against"; or~~

10 ~~(IV) (A) If a ballot issue that authorizes the state to issue~~
11 ~~transportation revenue anticipation notes is submitted to the registered~~
12 ~~electors of the state for their approval or rejection at the November 2021~~
13 ~~statewide election pursuant to section 43-4-705 (13)(b) and a majority of~~
14 ~~the electors voting on the ballot issue vote "Yes/For", seventy-nine~~
15 ~~million five hundred thousand dollars;~~

16 ~~(B) (Deleted by amendment, L. 2019.)~~

17 ~~(C) This subsection (5)(c)(IV) is repealed, effective January 1,~~
18 ~~2022, if a ballot issue that authorizes the state to issue transportation~~
19 ~~revenue anticipation notes is submitted to the registered electors of the~~
20 ~~state for their approval or rejection at the November 2021 statewide~~
21 ~~election pursuant to section 43-4-705 (13)(b) and a majority of the~~
22 ~~electors voting on the ballot issue vote "No/Against";~~

23 ~~(D) This subsection (5)(c)(IV)(D) and subsection (5)(c)(IV)(C) of~~
24 ~~this section are repealed, effective January 1, 2022, if a ballot issue that~~
25 ~~authorizes the state to issue transportation revenue anticipation notes is~~
26 ~~submitted to the registered electors of the state for their approval or~~
27 ~~rejection at the November 2021 statewide election pursuant to section~~

1 43-4-705 (13)(b) and a majority of the electors voting on the ballot issue
2 vote "Yes/For"; or

3 (d) (I) ~~If the transportation commission allocates money from the~~
4 ~~transportation revenue anticipation notes reserve account of the state~~
5 ~~highway fund pursuant to section 43-4-714 (2) during any state fiscal~~
6 ~~year, the amount of any transfer required by subsection (5)(c)(IV)(A) of~~
7 ~~this section is reduced by an amount equal to the amount of the allocation~~
8 ~~from the account.~~

9 (H) ~~This subsection (5)(d) is repealed:~~

10 (A) ~~(Deleted by amendment, L. 2019.)~~

11 (B) ~~Effective January 1, 2022, if a ballot issue that authorizes the~~
12 ~~state to issue transportation revenue anticipation notes is submitted to the~~
13 ~~registered electors of the state for their approval or rejection at the~~
14 ~~November 2021 statewide election pursuant to section 43-4-705 (13)(b)~~
15 ~~and a majority of the electors voting on the ballot issue vote~~
16 ~~"No/Against".~~

17 (H) ~~This subsection (5)(d)(H) and subsection (5)(d)(I) of this~~
18 ~~section are repealed, effective January 1, 2022, if a ballot issue that~~
19 ~~authorizes the state to issue transportation revenue anticipation notes is~~
20 ~~submitted to the registered electors of the state for their approval or~~
21 ~~rejection at the November 2021 statewide election pursuant to section~~
22 ~~43-4-705 (13)(b) and a majority of the electors voting on the ballot issue~~
23 ~~vote "Yes/For".~~

24 (7) IN ADDITION TO ANY OTHER TRANSFERS REQUIRED BY THIS
25 SECTION:

26

27 (a) ON JUNE 30, 2021, FROM THE MONEY THAT THE STATE

1 RECEIVED FROM THE FEDERAL CORONAVIRUS STATE FISCAL RECOVERY
2 FUND UNDER SECTION 9901 OF TITLE IX, SUBTITLE M OF THE "AMERICAN
3 RESCUE PLAN ACT OF 2021", PUB.L. 117-2, WHICH IS ELIGIBLE TO BE USED
4 AS SPECIFIED IN SECTION 602 (c)(I)(C) OF SAID SECTION 9901, THE STATE
5 TREASURER SHALL TRANSFER:

6 (I) ONE HUNDRED EIGHTY-ONE MILLION SIX HUNDRED SIXTY
7 THOUSAND DOLLARS TO THE STATE HIGHWAY FUND. OF THIS AMOUNT,
8 TWENTY-TWO MILLION ONE HUNDRED SIXTY THOUSAND DOLLARS IS FOR
9 THE PURPOSE OF PROVIDING ADDITIONAL FUNDING FOR THE REVITALIZING
10 MAIN STREETS PROGRAM AND FIVE HUNDRED THOUSAND DOLLARS IS FOR
11 THE PURPOSE OF ACQUIRING, PLANNING THE DEVELOPMENT OF, OR
12 DEVELOPING THE BURNHAM YARD RAIL PROPERTY IN DENVER.

13 (II) ONE HUNDRED SIXTY MILLION EIGHT HUNDRED FORTY
14 THOUSAND DOLLARS TO THE MULTIMODAL TRANSPORTATION AND
15 MITIGATION OPTIONS FUND; AND

16 (III) THIRTY-SIX MILLION DOLLARS TO THE HIGHWAY USERS TAX
17 FUND.

18 (b) ON JULY 1, 2021, THE STATE TREASURER SHALL TRANSFER ONE
19 HUNDRED SEVENTY MILLION DOLLARS FROM THE GENERAL FUND TO THE
20 STATE HIGHWAY FUND.

21 (c) ON EACH JULY 1 FROM JULY 1, 2024, THROUGH JULY 1, 2031,
22 THE STATE TREASURER SHALL TRANSFER:

23 (I) TEN MILLION FIVE HUNDRED THOUSAND DOLLARS FROM THE
24 GENERAL FUND TO THE MULTIMODAL TRANSPORTATION AND MITIGATION
25 OPTIONS FUND; AND

26 (II) SEVEN MILLION DOLLARS FROM THE GENERAL FUND TO THE
27 STATE HIGHWAY FUND FOR THE PURPOSE OF PROVIDING ADDITIONAL

1 FUNDING FOR THE REVITALIZING MAIN STREETS PROGRAM.

2 (d) (I) ON EACH JULY 1 FROM JULY 1, 2024, THROUGH JULY 1,
3 2028, THE STATE TREASURER SHALL TRANSFER ONE HUNDRED MILLION
4 DOLLARS FROM THE GENERAL FUND TO THE STATE HIGHWAY FUND; AND

5 (II) ON EACH JULY 1 FROM JULY 1, 2029, THROUGH JULY 1, 2031,
6 THE STATE TREASURER SHALL TRANSFER EIGHTY-TWO MILLION FIVE
7 HUNDRED THOUSAND DOLLARS FROM THE GENERAL FUND TO THE STATE
8 HIGHWAY FUND.

9 (e) THE DEPARTMENT OF TRANSPORTATION SHALL EXPEND TEN
10 MILLION DOLLARS OF EACH TRANSFER FROM THE GENERAL FUND TO THE
11 STATE HIGHWAY FUND MADE PURSUANT TO SUBSECTION (7)(d) OF THIS
12 SECTION FROM JULY 1, 2024, THROUGH JULY 1, 2028, SOLELY TO MITIGATE
13 THE ENVIRONMENTAL AND HEALTH IMPACTS OF INCREASED AIR POLLUTION
14 FROM MOTOR VEHICLE EMISSIONS IN NONATTAINMENT AREAS BY FUNDING
15 PROJECTS THAT REDUCE VEHICLE MILES TRAVELED OR THAT DIRECTLY
16 REDUCE AIR POLLUTION.

17 (f) (I) ON JUNE 30, 2022, THE STATE TREASURER SHALL TRANSFER
18 FROM THE GENERAL FUND AN AMOUNT EQUAL TO THE LESSER OF FIFTY
19 PERCENT OF THE AMOUNT BY WHICH REVENUE FOR THE 2020-21 STATE
20 FISCAL YEAR THAT IS SUBJECT TO THE EXCESS STATE REVENUES CAP, AS
21 DEFINED IN SECTION 24-77-103.6 (6)(b), AND DOES NOT EXCEED THE CAP
22 EXCEEDED WHAT THE CAP WOULD HAVE BEEN IF THE CAP HAD BEEN
23 CALCULATED IN ACCORDANCE WITH LAW IN EFFECT IMMEDIATELY PRIOR
24 TO THE ENACTMENT OF SENATE BILL 21-260, ENACTED IN 2021, OR ONE
25 HUNDRED FIFTEEN MILLION DOLLARS AS FOLLOWS:

26 (A) NINETY-FOUR PERCENT OF THE AMOUNT TO THE MULTIMODAL
27 TRANSPORTATION AND MITIGATION OPTIONS FUND; AND

1 (B) SIX PERCENT OF THE AMOUNT TO THE STATE HIGHWAY FUND
2 FOR THE PURPOSE OF PROVIDING ADDITIONAL FUNDING FOR THE
3 REVITALIZING MAIN STREETS PROGRAM.

4 (II) ON JUNE 30, 2023, AND ON JUNE 30 OF EACH SUCCEEDING
5 STATE FISCAL YEAR THROUGH JUNE 30, 2026, THE STATE TREASURER
6 SHALL TRANSFER FROM THE GENERAL FUND AN AMOUNT EQUAL TO THE
7 LESSER OF FIFTY PERCENT OF THE AMOUNT BY WHICH REVENUE FOR THE
8 PRIOR STATE FISCAL YEAR THAT IS SUBJECT TO THE EXCESS STATE
9 REVENUES CAP, AS DEFINED IN SECTION 24-77-103.6 (6)(b), AND DOES NOT
10 EXCEED THE CAP FOR THE PRIOR STATE FISCAL YEAR IS ESTIMATED TO
11 EXCEED WHAT THE CAP WOULD HAVE BEEN IF THE CAP HAD BEEN
12 CALCULATED IN ACCORDANCE WITH LAW IN EFFECT IMMEDIATELY PRIOR
13 TO THE ENACTMENT OF SENATE BILL 21-260, ENACTED IN 2021, OR ONE
14 HUNDRED FIFTEEN MILLION DOLLARS LESS THE CUMULATIVE AMOUNT OF
15 ALL TRANSFERS PREVIOUSLY MADE PURSUANT TO THIS SUBSECTION (7)(f)
16 AS FOLLOWS:

17 (A) NINETY-FOUR PERCENT OF THE AMOUNT TO THE MULTIMODAL
18 TRANSPORTATION AND MITIGATION OPTIONS FUND; AND

19 (B) SIX PERCENT OF THE AMOUNT TO THE STATE HIGHWAY FUND
20 FOR THE PURPOSE OF PROVIDING ADDITIONAL FUNDING FOR THE
21 REVITALIZING MAIN STREETS PROGRAM.

22 **SECTION 8.** In Colorado Revised Statutes, 24-77-103.6, **amend**
23 (6)(b)(I)(C) and (6)(b)(I)(D); and **add** (6)(b)(I)(E), (6)(b)(I)(F), and
24 (6)(b)(I)(G) as follows:

25 **24-77-103.6. Retention of excess state revenues - general fund**
26 **exempt account - required uses - excess state revenues legislative**
27 **report - definitions.** (6) As used in this section:

1 (b) (I) "Excess state revenues cap" for a given fiscal year means:

2 (C) For the 2017-18 fiscal year, an amount that is equal to the
3 excess state revenues cap for the 2016-17 fiscal year calculated pursuant
4 to subsection (6)(b)(I)(B) of this section, adjusted for inflation, the
5 percentage change in state population, the qualification or disqualification
6 of enterprises, and debt service changes, less two hundred million dollars;
7 ~~and~~

8 (D) For the 2018-19 fiscal year, ~~and each succeeding fiscal year,~~
9 the amount of the excess state revenues cap for the 2017-18 fiscal year
10 calculated pursuant to subsection (6)(b)(I)(C) of this section, adjusted
11 ~~each subsequent fiscal year~~ for inflation, the percentage change in state
12 population, the qualification or disqualification of enterprises, and debt
13 service changes;

14 (E) FOR THE 2019-20 FISCAL YEAR, THE AMOUNT OF THE EXCESS
15 STATE REVENUES CAP FOR THE 2018-19 FISCAL YEAR CALCULATED
16 PURSUANT TO SUBSECTION (6)(b)(I)(D) OF THIS SECTION, ADJUSTED FOR
17 INFLATION, THE PERCENTAGE CHANGE IN STATE POPULATION, THE
18 QUALIFICATION OR DISQUALIFICATION OF ENTERPRISES, AND DEBT SERVICE
19 CHANGES;

20 (F) FOR THE 2020-21 FISCAL YEAR, AN AMOUNT THAT IS EQUAL TO
21 THE EXCESS STATE REVENUES CAP FOR THE 2019-20 FISCAL YEAR
22 CALCULATED PURSUANT TO SUBSECTION (6)(b)(I)(E) OF THIS SECTION,
23 ADJUSTED FOR INFLATION, THE PERCENTAGE CHANGE IN STATE
24 POPULATION, THE QUALIFICATION OR DISQUALIFICATION OF ENTERPRISES,
25 AND DEBT SERVICE CHANGES, PLUS TWO HUNDRED TWENTY-FOUR MILLION
26 NINE HUNDRED FIFTY-SEVEN THOUSAND SIX HUNDRED TWO DOLLARS; AND

27 (G) FOR THE 2021-22 FISCAL YEAR AND EACH SUCCEEDING FISCAL

1 YEAR, THE AMOUNT OF THE EXCESS STATE REVENUES CAP FOR THE
2 2020-21 FISCAL YEAR CALCULATED PURSUANT TO SUBSECTION (6)(b)(I)(F)
3 OF THIS SECTION, ADJUSTED EACH SUBSEQUENT FISCAL YEAR FOR
4 INFLATION, THE PERCENTAGE CHANGE IN STATE POPULATION, THE
5 QUALIFICATION OR DISQUALIFICATION OF ENTERPRISES, AND DEBT SERVICE
6 CHANGES.

7 **SECTION 9.** In Colorado Revised Statutes, 24-82-1303, **repeal**
8 **as they will become effective only if a ballot issue is proclaimed by the**
9 **governor** (2)(b) and (2)(d)(II) as follows:

10 **24-82-1303. Lease-purchase agreements for capital**
11 **construction and transportation projects.** (2) (b) ~~The anticipated~~
12 ~~annual state-funded payments for the principal and interest components~~
13 ~~of the amount payable under all lease-purchase agreements entered into~~
14 ~~pursuant to subsection (2)(a) of this section shall not exceed one hundred~~
15 ~~twelve million five hundred thousand dollars.~~

16 (d) Any lease-purchase agreement executed as required by
17 subsection (2)(a) of this section shall provide that all of the obligations of
18 the state under the agreement are subject to the action of the general
19 assembly in annually making money available for all payments
20 thereunder. Payments under any lease-purchase agreement must be made,
21 subject to annual allocation pursuant to section 43-1-113 by the
22 transportation commission created in section 43-1-106 (1) or subject to
23 annual appropriation by the general assembly, as applicable, from the
24 following sources of money:

25 (II) ~~Next, for state fiscal year 2021-22 and for each succeeding~~
26 ~~state fiscal year for which a payment under any lease-purchase agreement~~
27 ~~must be made, thirty-six million seven hundred thousand dollars annually,~~

1 ~~or any lesser amount that is sufficient to make each full payment due,~~
2 ~~shall be paid from any legally available money under the control of the~~
3 ~~transportation commission solely for the purpose of allowing the~~
4 ~~construction, supervision, and maintenance of state highways to be~~
5 ~~funded with the proceeds of lease-purchase agreements as specified in~~
6 ~~subsection (4)(b) of this section and section 43-4-206 (1)(b)(V); except~~
7 ~~that, for the payment due during state fiscal year 2021-22 only, forty-eight~~
8 ~~million seven hundred thousand dollars, or any lesser amount that is~~
9 ~~sufficient to make the full payment due shall be paid from such legally~~
10 ~~available money for said purpose; and~~

11 **SECTION 10.** In Colorado Revised Statutes, **add** 24-93-110 as
12 follows:

13 **24-93-110. Department of transportation - additional**
14 **requirements for integrated project delivery contracts - short-listing**
15 **- transparency.** (1) THE DEPARTMENT OF TRANSPORTATION SHALL NOT
16 EXCLUDE A PARTICIPATING ENTITY FROM A SHORT LIST, PREPARED AND
17 ANNOUNCED BY THE DEPARTMENT AS REQUIRED BY SECTION 24-93-105
18 (2), OF RESPONDING PARTICIPATING ENTITIES THAT HAVE BEEN
19 DETERMINED TO BE MOST QUALIFIED TO RECEIVE A REQUEST FOR
20 PROPOSALS FOR AN IPD CONTRACT FOR A PUBLIC PROJECT BASED SOLELY
21 ON THE PARTICIPATING ENTITY'S LACK OF EXPERIENCE IN DELIVERING A
22 PUBLIC PROJECT IN THE STATE BY THE IPD METHOD TO BE USED FOR THE
23 PUBLIC PROJECT.

24 (2) (a) IF THE COST TO COMPLETE A PUBLIC PROJECT IS EXPECTED
25 TO EXCEED SEVENTY-FIVE MILLION DOLLARS, THE DEPARTMENT OF
26 TRANSPORTATION SHALL, BEFORE SELECTING THE IPD METHOD FOR A
27 CONSTRUCTION PROJECT AND BEGINNING THE PROCUREMENT PROCESS:

1 (I) HOLD PUBLIC MEETINGS WITH THE CONSTRUCTION INDUSTRY
2 AND THE GENERAL PUBLIC TO DISCUSS THE JUSTIFICATION FOR SELECTING
3 THE IPD METHOD. THE REQUIRED PUBLIC MEETINGS MAY BE HELD IN
4 CONJUNCTION WITH OTHER REQUIRED PUBLIC MEETINGS ABOUT THE
5 PROJECT OR AS STAND-ALONE MEETINGS.

6 (II) OBTAIN APPROVAL FOR THE USE OF THE IPD METHOD FROM
7 THE TRANSPORTATION COMMISSION CREATED IN SECTION 43-1-106.

8 (b) FOR ANY PUBLIC PROJECT, REGARDLESS OF THE EXPECTED COST
9 OF COMPLETION, TO BE COMPLETED USING THE IPD METHOD, THE
10 DEPARTMENT OF TRANSPORTATION SHALL:

11 (I) BEFORE BEGINNING THE PROCUREMENT PROCESS, PUBLISH ON
12 THE DEPARTMENT'S WEBSITE, THE JUSTIFICATION FOR SELECTING THE IPD
13 METHOD;

14 (II) DURING THE PROCUREMENT PROCESS, INCLUDE THE
15 JUSTIFICATION FOR SELECTING THE IPD METHOD IN ANY REQUEST FOR
16 QUALIFICATIONS, AND IN THE REQUEST FOR PROPOSALS;

17 (III) FOLLOWING THE AWARD OF THE IPD CONTRACT TO A
18 PARTICIPATING ENTITY, PUBLISH ON THE DEPARTMENT'S WEBSITE THE
19 EVALUATION SCORES FOR EACH STEP OF THE IPD CONTRACT SOLICITATION
20 PHASE FOR ALL SOLICITATIONS RECEIVED AND EVALUATED; AND

21 (IV) FROM THE TIME THE IPD CONTRACT IS EXECUTED UNTIL THE
22 DEPARTMENT'S FINAL ACCEPTANCE OF THE COMPLETED PUBLIC PROJECT,
23 PROVIDE, MAINTAIN, AND UPDATE ON THE DEPARTMENT'S WEBSITE A
24 TRANSPARENCY PLATFORM SUCH AS A DASHBOARD THAT INDICATES THE
25 ONGOING STATUS OF THE PUBLIC PROJECT.

26 (3) THE REQUIREMENTS OF THIS SECTION APPLY ONLY TO A PUBLIC
27 PROJECT INVOLVING INFRASTRUCTURE THAT IS PART OF THE STATE

1 HIGHWAY SYSTEM, AS DESCRIBED IN SECTION 43-2-101 (1).

2 **SECTION 11.** In Colorado Revised Statutes, **add** article 7.5 to
3 title 25 as follows:

4 **ARTICLE 7.5**

5 **Clean Motor Vehicle Fleet Support**

6 **25-7.5-101. Legislative declaration.** (1) THE GENERAL
7 ASSEMBLY HEREBY FINDS AND DECLARES THAT:

8 (a) AN INCREASING NUMBER OF FLEET MOTOR VEHICLES ARE ON
9 THE ROAD TO MEET INCREASING DEMANDS FOR RETAIL DELIVERIES AND
10 RIDES ARRANGED THROUGH TRANSPORTATION NETWORK COMPANIES;

11 (b) THESE FLEET VEHICLES ARE SOME OF THE MOST POLLUTING
12 VEHICLES ON THE ROAD, WHICH HAS RESULTED IN ADDITIONAL AND
13 INCREASING AIR AND GREENHOUSE GAS POLLUTION AND RELATED
14 ADVERSE ENVIRONMENTAL AND HEALTH IMPACTS ACROSS THE STATE;

15 (c) THE ADVERSE ENVIRONMENTAL AND HEALTH IMPACTS OF
16 INCREASED EMISSIONS FROM FLEET MOTOR VEHICLES USED TO MAKE
17 RETAIL DELIVERIES AND PROVIDE RIDES ARRANGED THROUGH
18 TRANSPORTATION NETWORK COMPANIES CAN BE MITIGATED AND OFFSET
19 BY SUPPORTING THE WIDESPREAD ADOPTION OF ELECTRIC MOTOR
20 VEHICLES FOR USE IN MOTOR VEHICLE FLEETS;

21 (d) INSTEAD OF REDUCING THE IMPACTS OF RETAIL DELIVERIES
22 AND RIDES ARRANGED THROUGH TRANSPORTATION NETWORK COMPANIES
23 BY LIMITING RETAIL DELIVERY AND TRANSPORTATION NETWORK COMPANY
24 RIDE ACTIVITY THROUGH REGULATION, IT IS MORE APPROPRIATE TO
25 CONTINUE TO ALLOW PERSONS WHO RECEIVE RETAIL DELIVERIES AND
26 BENEFIT FROM THE CONVENIENCE AFFORDED BY UNFETTERED RETAIL
27 DELIVERIES AND TO ALLOW TRANSPORTATION NETWORK COMPANIES THAT

1 ARRANGE PREARRANGED RIDES TO CONTINUE TO PROVIDE THAT SERVICE
2 WITHOUT UNDUE RESTRICTIONS AND INSTEAD IMPOSE A SMALL FEE ON
3 EACH RETAIL DELIVERY AND RIDE AND USE FEE REVENUE TO FUND
4 NECESSARY MITIGATION ACTIVITIES; AND

5 (e) IT IS NECESSARY, APPROPRIATE, AND IN THE BEST INTEREST OF
6 THE STATE AND ALL COLORADANS TO INCENTIVIZE AND SUPPORT THE USE
7 OF ELECTRIC MOTOR VEHICLES AND, TO THE EXTENT TEMPORARILY
8 NECESSITATED BY THE LIMITATIONS OF CURRENT ELECTRIC MOTOR
9 VEHICLE TECHNOLOGY AND AVAILABILITY FOR CERTAIN FLEET USES,
10 COMPRESSED NATURAL GAS MOTOR VEHICLES THAT ARE FUELED BY
11 RECOVERED METHANE AND THAT PRODUCE FEWER EMISSIONS THAN
12 GASOLINE OR DIESEL POWERED MOTOR VEHICLES BY BUSINESSES AND
13 GOVERNMENTAL ENTITIES THAT USE FLEETS OF MOTOR VEHICLES,
14 INCLUDING FLEETS COMPOSED OF PERSONAL MOTOR VEHICLES OWNED BY
15 INDIVIDUAL CONTRACTORS WHO PROVIDE PREARRANGED RIDES FOR
16 TRANSPORTATION NETWORK COMPANIES OR MAKE RETAIL DELIVERIES,
17 AND TO ENABLE THE STATE TO ACHIEVE ITS STATED ELECTRIC MOTOR
18 VEHICLE ADOPTION GOALS BECAUSE INCREASED USAGE OF ELECTRIC
19 MOTOR VEHICLES IN MOTOR VEHICLE FLEETS:

20 (I) GENERALLY REDUCES EMISSIONS OF AIR POLLUTANTS,
21 INCLUDING OZONE PRECURSORS, PARTICULATE MATTER POLLUTANTS,
22 OTHER HAZARDOUS AIR POLLUTANTS, AND GREENHOUSE GASES, THAT
23 CONTRIBUTE TO ADVERSE ENVIRONMENTAL EFFECTS SUCH AS CLIMATE
24 CHANGE AND ADVERSE HUMAN HEALTH EFFECTS, INCLUDING BUT NOT
25 LIMITED TO ASTHMA, REDUCED LUNG CAPACITY, INCREASED
26 SUSCEPTIBILITY TO RESPIRATORY ILLNESSES, CHRONIC BRONCHITIS, HEART
27 DISEASE, AND LUNG CANCER, AND HELPS THE STATE MEET ITS STATEWIDE

1 GREENHOUSE GAS POLLUTION REDUCTION TARGETS ESTABLISHED IN
2 SECTION 25-7-102 (2)(g), COMPLY WITH AIR QUALITY ATTAINMENT
3 STANDARDS, AND REDUCE ADVERSE ENVIRONMENTAL AND HEALTH
4 IMPACTS ACROSS THE STATE AND IN COMMUNITIES, INCLUDING BUT NOT
5 LIMITED TO DISPROPORTIONATELY IMPACTED COMMUNITIES;

6 (II) SPECIFICALLY REDUCES HIGHER LOCALIZED EMISSIONS OF
7 SUCH AIR POLLUTANTS IN COMMUNITIES, INCLUDING BUT NOT LIMITED TO
8 DISPROPORTIONATELY IMPACTED COMMUNITIES, WHERE:

9 (A) FLEET YARDS, WAREHOUSES, DISTRIBUTION CENTERS,
10 REFINERIES, FUEL DEPOTS, WASTE FACILITIES, AND MAJOR INTERSTATE
11 HIGHWAYS ARE LOCATED;

12 (B) USAGE OF FLEET MOTOR VEHICLES IS CONCENTRATED; AND

13 (C) RESIDENTS EXPERIENCE INCREASED RISKS OF
14 AIR-POLLUTION-RELATED HEALTH IMPACTS SUCH AS ASTHMA, REDUCED
15 LUNG CAPACITY, INCREASED SUSCEPTIBILITY TO RESPIRATORY ILLNESSES,
16 HEART DISEASE, AND LUNG CANCER; AND

17 (III) BY REDUCING FUEL AND MAINTENANCE COSTS, HELPS
18 BUSINESSES AND GOVERNMENTAL ENTITIES OPERATE MORE EFFICIENTLY
19 OVER TIME, ALLOWING THE COST SAVINGS TO BE REINVESTED IN BUSINESS
20 GROWTH OR USED FOR BENEFICIAL PUBLIC PURPOSES.

21 (2) THE GENERAL ASSEMBLY FURTHER FINDS AND DECLARES THAT:

22 (a) TO INCENTIVIZE, SUPPORT, AND ACCELERATE THE ADOPTION OF
23 ELECTRIC MOTOR VEHICLES IN MOTOR VEHICLE FLEETS IN THE STATE AND
24 THEREBY MINIMIZE AND MITIGATE THE ENVIRONMENTAL AND HEALTH
25 IMPACTS OF THE TRANSPORTATION SYSTEM AND REAP THE
26 ENVIRONMENTAL, HEALTH, AND BUSINESS AND GOVERNMENTAL
27 OPERATIONAL EFFICIENCY BENEFITS THAT RESULT FROM MOTOR VEHICLE

1 FLEET ELECTRIFICATION, IT IS NECESSARY, APPROPRIATE, AND IN THE BEST
2 INTEREST OF THE STATE TO CREATE A CLEAN FLEET ENTERPRISE TO HELP
3 BUSINESSES AND GOVERNMENTAL ENTITIES THAT OWN OR OPERATE FLEETS
4 OF MOTOR VEHICLES USE MORE ELECTRIC MOTOR VEHICLES, AND, TO THE
5 EXTENT TEMPORARILY NECESSITATED BY THE LIMITATIONS OF CURRENT
6 ELECTRIC MOTOR VEHICLE TECHNOLOGY FOR CERTAIN FLEET USES, MORE
7 COMPRESSED NATURAL GAS MOTOR VEHICLES THAT ARE FUELED BY
8 RECOVERED METHANE, IN THEIR MOTOR VEHICLE FLEETS;

9 (b) THE ENTERPRISE PROVIDES BUSINESS SERVICES, INCLUDING
10 REMEDIATION SERVICES, WHEN, IN EXCHANGE FOR THE PAYMENT OF FEES,
11 IT:

12 (I) PROVIDES FINANCING THROUGH GRANT PROGRAMS, REBATE
13 PROGRAMS, REVOLVING LOAN FUNDS, OR ANY OTHER STRATEGIES THAT
14 THE BOARD FINDS EFFECTIVE;

15 (II) HELPS OWNERS AND OPERATORS OF MOTOR VEHICLE FLEETS
16 REDUCE THE UP-FRONT AND TOTAL COSTS OF USING MORE ELECTRIC
17 MOTOR VEHICLES, AND, TO THE EXTENT TEMPORARILY NECESSITATED BY
18 THE LIMITATIONS OF CURRENT ELECTRIC MOTOR VEHICLE TECHNOLOGY
19 FOR CERTAIN FLEET USES, MORE COMPRESSED NATURAL GAS MOTOR
20 VEHICLES THAT ARE FUELED BY RECOVERED METHANE, IN THEIR FLEETS;

21 (III) SUPPORTS COMPANION SERVICES SUCH AS TESTING,
22 INSPECTION, AND READJUSTMENT SERVICES;

23 (IV) PROVIDES OUTREACH, EDUCATION, OR TRAINING TO SUPPORT
24 THE SUCCESSFUL APPLICATION AND PERFORMANCE OF ENTITIES RECEIVING
25 FUNDS;

26 (V) SUPPORTS THE DEVELOPMENT OF A CLEAN TRANSPORTATION
27 WORKFORCE THAT CAN SUPPORT BUSINESSES AS THEY TRANSITION TO

1 USING MORE ELECTRIC MOTOR VEHICLES IN THEIR FLEETS;

2 (VI) ASSESSES AND SUPPORTS THE IMPLEMENTATION OF CLEANER
3 AND MORE EFFICIENT COMMERCIAL VEHICLE TECHNOLOGY TO SUPPORT
4 MOTOR VEHICLE FLEET ELECTRIFICATION;

5 (VII) RESEARCHES AND DEVELOPS STRATEGIES, BUSINESS PLANS,
6 AND GUIDANCE TO SUPPORT THE CONSISTENT APPLICATION OF GRANTS
7 AND OTHER ENTERPRISE BUSINESS SERVICES, INCLUDING REMEDIATION
8 SERVICES;

9 (VII) CONTRIBUTES TO THE IMPLEMENTATION OF THE
10 COMPREHENSIVE REGULATORY SCHEME REQUIRED FOR THE PLANNING,
11 FUNDING, DEVELOPMENT, CONSTRUCTION, MAINTENANCE, AND
12 SUPERVISION OF A SUSTAINABLE TRANSPORTATION SYSTEM; AND

13 (IX) PROVIDES ADDITIONAL REMEDIATION SERVICES TO OFFSET
14 IMPACTS CAUSED BY FEE PAYERS AS MAY BE PROVIDED BY LAW,
15 INCLUDING BUT NOT LIMITED TO:

16 (A) INCENTIVIZING THE USE OF CLEAN MOBILE EQUIPMENT;

17 (B) PROVIDING PLANNING SERVICES TO SUPPORT COMMUNITIES,
18 INCLUDING BUT NOT LIMITED TO DISPROPORTIONATELY IMPACTED
19 COMMUNITIES; AND

20 (C) PROVIDING SCRAPPAGE SERVICES;

21 (c) BY PROVIDING REMEDIATION SERVICES AS AUTHORIZED BY THIS
22 SECTION, THE ENTERPRISE ENGAGES IN AN ACTIVITY CONDUCTED IN THE
23 PURSUIT OF A BENEFIT, GAIN, OR LIVELIHOOD AND THEREFORE OPERATES
24 AS A BUSINESS;

25 (d) BY PROVIDING REMEDIATION SERVICES AS AUTHORIZED BY
26 THIS SECTION, THE ENTERPRISE PROVIDES A BENEFIT TO FEE PAYERS WHEN
27 IT REMEDIATES THE IMPACTS THEY CAUSE AND THEREFORE OPERATES AS

1 A BUSINESS IN ACCORDANCE WITH THE DETERMINATION OF THE
2 COLORADO SUPREME COURT IN *COLORADO UNION OF TAXPAYERS*
3 *FOUNDATION V. CITY OF ASPEN*, 2018 CO 36;

4 (e) CONSISTENT WITH THE DETERMINATION OF THE COLORADO
5 SUPREME COURT IN *NICHOLL V. E-470 PUBLIC HIGHWAY AUTHORITY*, 896
6 P.2D 859 (COLO. 1995), THAT THE POWER TO IMPOSE TAXES IS
7 INCONSISTENT WITH ENTERPRISE STATUS UNDER SECTION 20 OF ARTICLE
8 X OF THE STATE CONSTITUTION, IT IS THE CONCLUSION OF THE GENERAL
9 ASSEMBLY THAT THE REVENUE COLLECTED BY THE ENTERPRISE IS
10 GENERATED BY FEES, NOT TAXES, BECAUSE THE FEES IMPOSED BY THE
11 ENTERPRISE AS AUTHORIZED BY SECTION 25-7.5-103 (7) AND (8) ARE:

12 (I) IMPOSED FOR THE SPECIFIC PURPOSE OF ALLOWING THE
13 ENTERPRISE TO DEFRAY THE COSTS OF PROVIDING THE REMEDIATION
14 SERVICES SPECIFIED IN THIS SECTION, INCLUDING MITIGATING IMPACTS TO
15 AIR QUALITY AND GREENHOUSE GAS EMISSIONS CAUSED BY THE
16 ACTIVITIES ON WHICH THE FEE IS ASSESSED, AND CONTRIBUTES TO THE
17 IMPLEMENTATION OF THE COMPREHENSIVE REGULATORY SCHEME
18 REQUIRED FOR THE PLANNING, FUNDING, DEVELOPMENT, CONSTRUCTION,
19 MAINTENANCE, AND SUPERVISION OF A SUSTAINABLE TRANSPORTATION
20 SYSTEM; AND

21 (II) COLLECTED AT RATES THAT ARE REASONABLY CALCULATED
22 BASED ON THE IMPACTS CAUSED BY FEE PAYERS AND THE COST OF
23 REMEDIATING THOSE IMPACTS; AND

24 (f) SO LONG AS THE ENTERPRISE QUALIFIES AS AN ENTERPRISE FOR
25 PURPOSES OF SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION, THE
26 REVENUE FROM THE FEES COLLECTED BY THE ENTERPRISE IS NOT STATE
27 FISCAL YEAR SPENDING, AS DEFINED IN SECTION 24-77-102 (17), OR STATE

1 REVENUES, AS DEFINED IN SECTION 24-77-103.6 (6)(c), AND DOES NOT
2 COUNT AGAINST EITHER THE STATE FISCAL YEAR SPENDING LIMIT IMPOSED
3 BY SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION OR THE EXCESS
4 STATE REVENUES CAP, AS DEFINED IN SECTION 24-77-103.6 (6)(b)(I)(D).

5 **25-7.5-102. Definitions.** AS USED IN THIS ARTICLE 7.5, UNLESS
6 THE CONTEXT OTHERWISE REQUIRES:

7 (1) "BATTERY ELECTRIC MOTOR VEHICLE" MEANS A MOTOR
8 VEHICLE THAT IS POWERED EXCLUSIVELY BY A RECHARGEABLE BATTERY
9 PACK THAT CAN BE RECHARGED BY BEING PLUGGED INTO AN EXTERNAL
10 SOURCE OF ELECTRICITY AND THAT HAS NO SECONDARY SOURCE OF
11 PROPULSION.

12 (2) "BOARD" MEANS THE GOVERNING BOARD OF THE ENTERPRISE.

13 (3) "CARSHARE RIDE" MEANS A PREARRANGED RIDE FOR WHICH
14 THE RIDER AGREES, AT THE TIME THE RIDER REQUESTS THE RIDE THROUGH
15 A DIGITAL NETWORK, TO BE TRANSPORTED WITH ANOTHER RIDER WHO HAS
16 SEPARATELY REQUESTED A PREARRANGED RIDE REGARDLESS OF WHETHER
17 OR NOT ANOTHER RIDER IS ACTUALLY TRANSPORTED WITH THE RIDER.

18 (4) "COMMISSION" MEANS THE AIR QUALITY CONTROL COMMISSION
19 CREATED IN SECTION 25-7-104.

20 (5) "COMPRESSED NATURAL GAS MOTOR VEHICLE" MEANS A
21 VEHICLE THAT IS POWERED BY AN ENGINE FUELED BY COMPRESSED
22 NATURAL GAS.

23 (6) "DEPARTMENT" MEANS THE DEPARTMENT OF PUBLIC HEALTH
24 AND ENVIRONMENT CREATED IN SECTION 24-1-119 (1).

25 (7) (a) "DISPROPORTIONATELY IMPACTED COMMUNITY" MEANS A
26 COMMUNITY THAT IS IN A CENSUS BLOCK GROUP, AS DETERMINED IN
27 ACCORDANCE WITH THE MOST RECENT UNITED STATES DECENNIAL

1 CENSUS, WHERE THE PROPORTION OF HOUSEHOLDS THAT ARE LOW INCOME
2 IS GREATER THAN FORTY PERCENT, THE PROPORTION OF HOUSEHOLDS
3 THAT IDENTIFY AS MINORITY IS GREATER THAN FORTY PERCENT, OR THE
4 PROPORTION OF HOUSEHOLDS THAT ARE HOUSING COST-BURDENED IS
5 GREATER THAN FORTY PERCENT.

6 (b) AS USED IN THIS SUBSECTION (7):

7 (I) "COST-BURDENED" MEANS A HOUSEHOLD THAT SPENDS MORE
8 THAN THIRTY PERCENT OF ITS INCOME ON HOUSING.

9 (II) "LOW INCOME" MEANS THE MEDIAN HOUSEHOLD INCOME IS
10 LESS THAN OR EQUAL TO TWO HUNDRED PERCENT OF THE FEDERAL
11 POVERTY GUIDELINE.

12 (8) "ELECTRIC MOTOR VEHICLE" MEANS A BATTERY ELECTRIC
13 MOTOR VEHICLE, A HYDROGEN FUEL CELL MOTOR VEHICLE, OR A PLUG-IN
14 HYBRID ELECTRIC MOTOR VEHICLE.

15 (9) "ENTERPRISE" MEANS THE CLEAN FLEET ENTERPRISE CREATED
16 IN SECTION 25-7.5-103 (1)(a)(I).

17 (10) "FUND" MEANS THE CLEAN FLEET ENTERPRISE FUND CREATED
18 IN SECTION 25-7.5-103 (5).

19 (11) "HEAVY-DUTY MOTOR VEHICLE" MEANS A MOTOR VEHICLE
20 THAT HAS A GROSS VEHICLE WEIGHT RATING, AS DEFINED IN SECTION
21 42-2-402 (6), OF GREATER THAN TWENTY-SIX THOUSAND POUNDS.

22 (12) "HYDROGEN FUEL CELL MOTOR VEHICLE" MEANS A MOTOR
23 VEHICLE THAT IS POWERED BY ELECTRICITY PRODUCED FROM A FUEL CELL
24 THAT USES HYDROGEN GAS AS FUEL.

25 (13) "INFLATION" MEANS THE AVERAGE ANNUAL PERCENTAGE
26 CHANGE IN THE UNITED STATES DEPARTMENT OF LABOR, BUREAU OF
27 LABOR STATISTICS, CONSUMER PRICE INDEX FOR

1 DENVER-AURORA-LAKEWOOD FOR ALL ITEMS AND ALL URBAN
2 CONSUMERS, OR ITS APPLICABLE PREDECESSOR OR SUCCESSOR INDEX, FOR
3 THE FIVE YEARS ENDING ON THE LAST DECEMBER 31 BEFORE A STATE
4 FISCAL YEAR FOR WHICH AN INFLATION ADJUSTMENT TO BE MADE TO THE
5 CLEAN FLEET PER RIDE FEE IMPOSED BY SECTION 25-7.5-103 (7) OR THE
6 CLEAN FLEET RETAIL DELIVERY FEE IMPOSED BY SECTION 25-7.5-103 (8)
7 BEGINS.

8 (14) "MEDIUM-DUTY MOTOR VEHICLE" MEANS A MOTOR VEHICLE
9 THAT HAS A GROSS VEHICLE WEIGHT RATING, AS DEFINED IN SECTION
10 42-2-402 (6), OF MORE THAN TEN THOUSAND POUNDS AND NOT MORE
11 THAN TWENTY-SIX THOUSAND POUNDS.

12 (15) "MOTOR VEHICLE" HAS THE MEANING SET FORTH IN SECTION
13 42-1-102 (58). THE TERM DOES NOT INCLUDE A PERSONAL DELIVERY
14 DEVICE.

15 (16) "MOTOR VEHICLE FLEET" MEANS A GROUP OF MOTOR
16 VEHICLES THAT IS OWNED OR OPERATED:

17 (a) BY A GOVERNMENTAL ENTITY FOR A PUBLIC PURPOSE
18 INCLUDING BUT NOT LIMITED TO PUBLIC SCHOOL TRANSPORTATION OR
19 LAW ENFORCEMENT; OR

20 (b) BY A BUSINESS ENTITY FOR A BUSINESS IF:

21 (I) THE GROUP OF MOTOR VEHICLES IS COMPOSED PRIMARILY OF
22 HEAVY-DUTY MOTOR VEHICLES, MEDIUM-DUTY MOTOR VEHICLES, OR
23 REFRIGERATED TRAILER UNITS; OR

24 (II) THE GROUP OF MOTOR VEHICLES IS OWNED OR OPERATED BY
25 A COMPANY THAT RENTS MOTOR VEHICLES IN THE FLEET TO
26 TRANSPORTATION NETWORK COMPANY DRIVERS FOR USE IN PROVIDING
27 TRANSPORTATION NETWORK COMPANY SERVICES OR IS OWNED AND

1 OPERATED DIRECTLY, OR INDIRECTLY THROUGH INDEPENDENT
2 CONTRACTORS WHO OWN OR LEASE INDIVIDUAL MOTOR VEHICLES IN THE
3 GROUP, BY A TRANSPORTATION NETWORK COMPANY OR BY A RETAILER
4 FOR THE PURPOSE OF MAKING RETAIL DELIVERIES.

5 (17) "PERSONAL DELIVERY DEVICE" MEANS AN AUTONOMOUSLY
6 OPERATED ROBOT THAT IS:

7 (a) DESIGNED AND MANUFACTURED FOR THE PURPOSE OF
8 TRANSPORTING TANGIBLE PERSONAL PROPERTY PRIMARILY ON
9 SIDEWALKS, CROSSWALKS, AND OTHER PUBLIC RIGHTS-OF-WAY THAT ARE
10 TYPICALLY USED BY PEDESTRIANS;

11 (b) WEIGHS NO MORE THAN FIVE HUNDRED FIFTY POUNDS,
12 EXCLUDING ANY TANGIBLE PERSONAL PROPERTY BEING TRANSPORTED;
13 AND

14 (c) OPERATES AT SPEEDS OF LESS THAN TEN MILES PER HOUR WHEN
15 ON SIDEWALKS, CROSSWALKS, AND OTHER PUBLIC RIGHTS-OF-WAY THAT
16 ARE TYPICALLY USED BY PEDESTRIANS.

17 (18) "PLUG-IN HYBRID ELECTRIC MOTOR VEHICLE" MEANS A
18 MOTOR VEHICLE THAT IS POWERED BY BOTH A RECHARGEABLE BATTERY
19 PACK THAT CAN BE RECHARGED BY BEING PLUGGED INTO AN EXTERNAL
20 SOURCE OF ELECTRICITY AND A SECONDARY SOURCE OF PROPULSION SUCH
21 AS AN INTERNAL COMBUSTION ENGINE.

22 (19) "PREARRANGED RIDE" HAS THE SAME MEANING AS SET FORTH
23 IN SECTION 40-10.1-602 (2).

24 (20) "RECOVERED METHANE" MEANS ANY OF THE FOLLOWING IF
25 THE AIR POLLUTION CONTROL DIVISION DETERMINES THEM TO PROVIDE A
26 NET REDUCTION IN GREENHOUSE GAS EMISSIONS:

27 (a) BIOMETHANE;

- 1 (b) METHANE DERIVED FROM:
- 2 (I) MUNICIPAL SOLID WASTE;
- 3 (II) BIOMASS PYROLYSIS OR ENZYMATIC BIOMASS; OR
- 4 (III) WASTEWATER TREATMENT; AND
- 5 (c) COAL MINE METHANE, AS DEFINED IN SECTION 40-2-124
- 6 (1)(a)(II).

7 (21) "RETAIL DELIVERY" MEANS A RETAIL SALE OF TANGIBLE
8 PERSONAL PROPERTY BY A RETAILER FOR DELIVERY BY A MOTOR VEHICLE
9 OWNED OR OPERATED BY THE RETAILER OR ANY OTHER PERSON TO THE
10 PURCHASER AT A LOCATION IN THE STATE, WHICH SALE INCLUDES AT
11 LEAST ONE ITEM OF TANGIBLE PERSONAL PROPERTY THAT IS SUBJECT TO
12 TAXATION UNDER ARTICLE 26 OF TITLE 39. EACH SUCH RETAIL SALE IS A
13 SINGLE RETAIL DELIVERY REGARDLESS OF THE NUMBER OF SHIPMENTS
14 NECESSARY TO DELIVER THE ITEMS OF TANGIBLE PERSONAL PROPERTY
15 PURCHASED.

16 (22) "RETAILER" HAS THE SAME MEANING AS SET FORTH IN
17 SECTION 39-26-102 (8).

18 (23) "RETAIL SALE" HAS THE SAME MEANING AS SET FORTH IN
19 SECTION 39-26-102 (9).

20 (24) "RIDER" HAS THE SAME MEANING AS SET FORTH IN SECTION
21 40-10.1-602 (5).

22 (25) "TANGIBLE PERSONAL PROPERTY" HAS THE SAME MEANING AS
23 SET FORTH IN SECTION 39-26-102 (15).

24 (26) "TRANSPORTATION NETWORK COMPANY" HAS THE SAME
25 MEANING AS SET FORTH IN SECTION 40-10.1-602 (3).

26 (27) "TRANSPORTATION NETWORK COMPANY DRIVER" HAS THE
27 SAME MEANING AS SET FORTH IN SECTION 40-10.1-602 (4).

1 (28) "TRANSPORTATION NETWORK COMPANY SERVICES" HAS THE
2 SAME MEANING AS SET FORTH IN SECTION 40-10.1-602 (6).

3 (29) "ZERO EMISSIONS MOTOR VEHICLE" MEANS A BATTERY
4 ELECTRIC MOTOR VEHICLE OR A HYDROGEN FUEL CELL MOTOR VEHICLE.

5 **25-7.5-103. Clean fleet enterprise - creation - board - powers**
6 **and duties - fees - fund.** (1) (a) THE CLEAN FLEET ENTERPRISE IS HEREBY
7 CREATED IN THE DEPARTMENT. THE ENTERPRISE IS AND OPERATES AS A
8 GOVERNMENT-OWNED BUSINESS WITHIN THE DEPARTMENT IN ORDER TO
9 EXECUTE ITS BUSINESS PURPOSE AS SPECIFIED IN SUBSECTION (3) OF THIS
10 SECTION BY EXERCISING THE POWERS AND PERFORMING THE DUTIES SET
11 FORTH IN THIS SECTION.

12 (b) THE ENTERPRISE EXERCISES ITS POWERS AND PERFORMS ITS
13 DUTIES AND FUNCTIONS UNDER THE DEPARTMENT AS IF THE SAME WERE
14 TRANSFERRED TO THE DEPARTMENT BY A **TYPE 1** TRANSFER, AS DEFINED
15 IN SECTION 24-1-105.

16 (2) (a) THE GOVERNING BOARD OF THE ENTERPRISE CONSISTS OF
17 NINE MEMBERS AS FOLLOWS:

18 (I) THE GOVERNOR SHALL APPOINT SIX MEMBERS WITH THE
19 ADVICE AND CONSENT OF THE SENATE FOR TERMS OF THE LENGTH
20 SPECIFIED IN SUBSECTION (2)(b) OF THIS SECTION. ONE MEMBER SHALL
21 REPRESENT A DISPROPORTIONATELY IMPACTED COMMUNITY, ONE MEMBER
22 SHALL HAVE EXPERTISE IN AIR POLLUTION REDUCTION, ONE MEMBER
23 SHALL HAVE EXPERTISE IN TRANSPORTATION, ONE MEMBER SHALL HAVE
24 EXPERTISE IN MOTOR VEHICLE FLEET ELECTRIFICATION, ONE MEMBER
25 SHALL HAVE EXPERTISE IN BUSINESS OR SUPPLY CHAIN MANAGEMENT, AND
26 ONE MEMBER SHALL REPRESENT A BUSINESS THAT OWNS OR OPERATES A
27 MOTOR VEHICLE FLEET. THE GOVERNOR SHALL MAKE REASONABLE

1 EFFORTS, TO THE EXTENT SUCH APPLICATIONS HAVE BEEN SUBMITTED FOR
2 CONSIDERATION FOR THE BOARD, TO CONSIDER MEMBERS THAT REFLECT
3 THE STATE'S GEOGRAPHIC DIVERSITY WHEN MAKING APPOINTMENTS AND
4 SHALL MAKE INITIAL APPOINTMENTS NO LATER THAN OCTOBER 1, 2021.

5 (II) THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OR THE
6 EXECUTIVE DIRECTOR'S DESIGNEE;

7 (III) THE DIRECTOR OF THE COLORADO ENERGY OFFICE OR THE
8 DIRECTOR'S DESIGNEE; AND

9 (IV) THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF
10 TRANSPORTATION OR THE EXECUTIVE DIRECTOR'S DESIGNEE.

11 (b) MEMBERS OF THE BOARD APPOINTED BY THE GOVERNOR SERVE
12 FOR TERMS OF FOUR YEARS; EXCEPT THAT FOUR OF THE MEMBERS
13 INITIALLY APPOINTED SHALL SERVE FOR INITIAL TERMS OF THREE YEARS.
14 A MEMBER WHO IS APPOINTED TO FILL A VACANCY ON THE BOARD SHALL
15 SERVE THE REMAINDER OF THE UNEXPIRED TERM OF THE FORMER MEMBER.
16 THE OTHER BOARD MEMBERS SERVE FOR AS LONG AS THEY HOLD THEIR
17 POSITIONS OR ARE DESIGNATED TO SERVE.

18 (c) MEMBERS OF THE BOARD SERVE WITHOUT COMPENSATION BUT
19 MUST BE REIMBURSED FROM MONEY IN THE FUND FOR ACTUAL AND
20 NECESSARY EXPENSES INCURRED IN THE PERFORMANCE OF THEIR DUTIES
21 PURSUANT TO THIS ARTICLE 7.5.

22 (3) THE BUSINESS PURPOSE OF THE ENTERPRISE IS TO INCENTIVIZE
23 AND SUPPORT THE USE OF ELECTRIC MOTOR VEHICLES, INCLUDING MOTOR
24 VEHICLES THAT ORIGINALLY WERE POWERED EXCLUSIVELY BY INTERNAL
25 COMBUSTION ENGINES BUT HAVE BEEN CONVERTED INTO ELECTRIC MOTOR
26 VEHICLES, AND, TO THE EXTENT TEMPORARILY NECESSITATED BY THE
27 LIMITATIONS OF CURRENT ELECTRIC MOTOR VEHICLE TECHNOLOGY FOR

1 CERTAIN FLEET USES, COMPRESSED NATURAL GAS MOTOR VEHICLES THAT
2 ARE FUELED BY RECOVERED METHANE, BY BUSINESSES AND
3 GOVERNMENTAL ENTITIES THAT OWN OR OPERATE FLEETS OF MOTOR
4 VEHICLES, INCLUDING FLEETS COMPOSED OF PERSONAL MOTOR VEHICLES
5 OWNED OR LEASED BY INDIVIDUAL CONTRACTORS WHO PROVIDE
6 PREARRANGED RIDES FOR TRANSPORTATION NETWORK COMPANIES OR
7 DELIVER GOODS FOR A THIRD-PARTY DELIVERY SERVICE. TO ALLOW THE
8 ENTERPRISE TO ACCOMPLISH THIS PURPOSE AND FULLY EXERCISE ITS
9 POWERS AND DUTIES THROUGH THE BOARD, THE ENTERPRISE MAY:

10 (a) IMPOSE A CLEAN FLEET PER RIDE FEE AND A CLEAN FLEET
11 RETAIL DELIVERY FEE AS AUTHORIZED BY SUBSECTIONS (7) AND (8) OF
12 THIS SECTION;

13 (b) ISSUE GRANTS, LOANS, AND REBATES AS AUTHORIZED BY
14 SUBSECTION (9) OF THIS SECTION; AND

15 (c) ISSUE REVENUE BONDS PAYABLE FROM THE REVENUE AND
16 OTHER AVAILABLE MONEY OF THE ENTERPRISE.

17 (4) THE ENTERPRISE CONSTITUTES AN ENTERPRISE FOR PURPOSES
18 OF SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION SO LONG AS IT
19 RETAINS THE AUTHORITY TO ISSUE REVENUE BONDS AND RECEIVES LESS
20 THAN TEN PERCENT OF ITS TOTAL ANNUAL REVENUE IN GRANTS FROM ALL
21 COLORADO STATE AND LOCAL GOVERNMENTS COMBINED. SO LONG AS IT
22 CONSTITUTES AN ENTERPRISE PURSUANT TO THIS SUBSECTION (4), THE
23 ENTERPRISE IS NOT SUBJECT TO SECTION 20 OF ARTICLE X OF THE STATE
24 CONSTITUTION.

25 (5) (a) THE CLEAN FLEET ENTERPRISE FUND IS HEREBY CREATED IN
26 THE STATE TREASURY. THE FUND CONSISTS OF CLEAN FLEET PER RIDE FEE
27 REVENUE AND CLEAN FLEET RETAIL DELIVERY FEE REVENUE CREDITED TO

1 THE FUND PURSUANT TO SUBSECTIONS (7) AND (8) OF THIS SECTION, ANY
2 MONETARY GIFTS, GRANTS, DONATIONS, OR OTHER PAYMENTS RECEIVED
3 BY THE ENTERPRISE, ANY FEDERAL MONEY THAT MAY BE CREDITED TO THE
4 FUND, AND ANY OTHER MONEY THAT THE GENERAL ASSEMBLY MAY
5 APPROPRIATE OR TRANSFER TO THE FUND. THE STATE TREASURER SHALL
6 CREDIT ALL INTEREST AND INCOME DERIVED FROM THE DEPOSIT AND
7 INVESTMENT OF MONEY IN THE FUND TO THE FUND. MONEY IN THE FUND
8 IS CONTINUOUSLY APPROPRIATED TO THE ENTERPRISE FOR THE PURPOSES
9 SET FORTH IN THIS ARTICLE 7.5 AND TO PAY THE ENTERPRISE'S
10 REASONABLE AND NECESSARY OPERATING EXPENSES, INCLUDING THE
11 REPAYMENT OF ANY LOAN RECEIVED PURSUANT TO SUBSECTION (5)(b) OF
12 THIS SECTION.

13 (b) THE DEPARTMENT MAY TRANSFER MONEY FROM ANY LEGALLY
14 AVAILABLE SOURCE TO THE ENTERPRISE FOR THE PURPOSE OF DEFRAYING
15 EXPENSES INCURRED BY THE ENTERPRISE BEFORE IT RECEIVES FEE
16 REVENUE OR REVENUE BOND PROCEEDS. THE ENTERPRISE MAY ACCEPT
17 AND EXPEND ANY MONEY SO TRANSFERRED, AND, NOTWITHSTANDING ANY
18 STATE FISCAL RULE OR GENERALLY ACCEPTED ACCOUNTING PRINCIPLE
19 THAT COULD OTHERWISE BE INTERPRETED TO REQUIRE A CONTRARY
20 CONCLUSION, SUCH A TRANSFER IS A LOAN FROM THE DEPARTMENT TO THE
21 ENTERPRISE THAT IS REQUIRED TO BE REPAID AND IS NOT A GRANT FOR
22 PURPOSES OF SECTION 20 (2)(d) OF ARTICLE X OF THE STATE
23 CONSTITUTION OR AS DEFINED IN SECTION 24-77-102 (7). ALL MONEY
24 TRANSFERRED AS A LOAN TO THE ENTERPRISE SHALL BE CREDITED TO THE
25 CLEAN FLEET ENTERPRISE INITIAL EXPENSES FUND, WHICH IS HEREBY
26 CREATED IN THE STATE TREASURY, AND LOAN LIABILITIES THAT ARE
27 RECORDED IN THE CLEAN FLEET ENTERPRISE INITIAL EXPENSES FUND BUT

1 THAT ARE NOT REQUIRED TO BE PAID IN THE CURRENT FISCAL YEAR SHALL
2 NOT BE CONSIDERED WHEN CALCULATING SUFFICIENT STATUTORY FUND
3 BALANCE FOR PURPOSES OF SECTION 24-75-109. THE STATE TREASURER
4 SHALL CREDIT ALL INTEREST AND INCOME DERIVED FROM THE DEPOSIT
5 AND INVESTMENT OF MONEY IN THE CLEAN FLEET ENTERPRISE INITIAL
6 EXPENSES FUND TO THE FUND. THE CLEAN FLEET ENTERPRISE INITIAL
7 EXPENSES FUND IS CONTINUOUSLY APPROPRIATED TO THE ENTERPRISE FOR
8 THE PURPOSE OF DEFRAYING EXPENSES INCURRED BY THE ENTERPRISE
9 BEFORE IT RECEIVES FEE REVENUE OR REVENUE BOND PROCEEDS. AS THE
10 ENTERPRISE RECEIVES SUFFICIENT REVENUE IN EXCESS OF EXPENSES, THE
11 ENTERPRISE SHALL REIMBURSE THE DEPARTMENT FOR THE PRINCIPAL
12 AMOUNT OF ANY LOAN MADE BY THE DEPARTMENT PLUS INTEREST AT A
13 RATE SET BY THE DEPARTMENT. UPON RECEIPT OF SUCH REIMBURSEMENT,
14 THE DEPARTMENT SHALL REMIT TO THE STATE TREASURER FOR CREDITING
15 TO THE GENERAL FUND THE AMOUNT NEEDED TO FULLY REPAY THE
16 AMOUNT OF ANY GENERAL FUND MONEY APPROPRIATED TO THE
17 DEPARTMENT FOR THE PURPOSE OF FUNDING THE LOAN MADE PURSUANT
18 TO THIS SUBSECTION (5)(b) PLUS THE INTEREST INCLUDED IN THE
19 REIMBURSEMENT.

20 (6) IN ADDITION TO ANY OTHER POWERS AND DUTIES SPECIFIED IN
21 THIS SECTION, THE BOARD HAS THE FOLLOWING GENERAL POWERS AND
22 DUTIES:

23 (a) TO ADOPT BYLAWS FOR THE REGULATION OF ITS AFFAIRS AND
24 THE CONDUCT OF ITS BUSINESS;

25 (b) TO ACQUIRE, HOLD TITLE TO, AND DISPOSE OF REAL AND
26 PERSONAL PROPERTY;

27 (c) IN CONSULTATION WITH THE EXECUTIVE DIRECTOR OF THE

1 DEPARTMENT, OR THE EXECUTIVE DIRECTOR'S DESIGNEE, TO EMPLOY AND
2 SUPERVISE INDIVIDUALS, PROFESSIONAL CONSULTANTS AND
3 CONTRACTORS AS ARE NECESSARY IN ITS JUDGMENT TO CARRY OUT ITS
4 BUSINESS PURPOSE;

5 (d) TO CONTRACT WITH ANY PUBLIC OR PRIVATE ENTITY,
6 INCLUDING STATE AGENCIES, CONSULTANTS, AND THE ATTORNEY
7 GENERAL'S OFFICE, FOR PROFESSIONAL AND TECHNICAL ASSISTANCE,
8 OFFICE SPACE, AND ADMINISTRATIVE SERVICES, ADVICE, AND OTHER
9 SERVICES RELATED TO THE CONDUCT OF THE AFFAIRS OF THE _____
10 ENTERPRISE. THE ENTERPRISE IS ENCOURAGED TO ISSUE GRANTS ON A
11 COMPETITIVE BASIS BASED ON WRITTEN CRITERIA ESTABLISHED BY THE
12 ENTERPRISE IN ADVANCE OF ANY DEADLINES FOR THE SUBMISSION OF
13 GRANT APPLICATIONS. THE BOARD SHALL GENERALLY AVOID USING
14 SOLE-SOURCE CONTRACTS.

15 (e) TO SEEK, ACCEPT, AND EXPEND GIFTS, GRANTS, DONATIONS, OR
16 OTHER PAYMENTS FROM PRIVATE OR PUBLIC SOURCES FOR THE PURPOSES
17 OF THIS ARTICLE 7.5 SO LONG AS THE TOTAL AMOUNT OF ALL GRANTS
18 FROM COLORADO STATE AND LOCAL GOVERNMENTS RECEIVED IN ANY
19 STATE FISCAL YEAR IS LESS THAN TEN PERCENT OF THE ENTERPRISE'S
20 TOTAL ANNUAL REVENUE FOR THE STATE FISCAL YEAR. THE ENTERPRISE
21 SHALL TRANSMIT ANY MONEY RECEIVED THROUGH GIFTS, GRANTS,
22 DONATIONS, OR OTHER PAYMENTS TO THE STATE TREASURER, WHO SHALL
23 CREDIT THE MONEY TO THE FUND.

24 (f) TO PROVIDE SERVICES AS SET FORTH IN SUBSECTION (9) OF THIS
25 SECTION;

26 (g) TO PUBLISH THE PROCESSES BY WHICH THE ENTERPRISE
27 ACCEPTS APPLICATIONS, THE CRITERIA FOR EVALUATING APPLICATIONS,

1 AND A LIST OF GRANTEES OR PROGRAM PARTICIPANTS PURSUANT TO
2 SUBSECTION (9) OF THIS SECTION;

3 (h) TO PROMULGATE RULES FOR THE SOLE PURPOSE OF SETTING
4 THE AMOUNTS OF THE CLEAN FLEET PER RIDE FEE AND THE CLEAN FLEET
5 RETAIL DELIVERY FEE AT OR BELOW THE MAXIMUM AMOUNTS AUTHORIZED
6 IN THIS SECTION; AND

7 (i) TO HAVE AND EXERCISE ALL RIGHTS AND POWERS NECESSARY
8 OR INCIDENTAL TO OR IMPLIED FROM THE SPECIFIC POWERS AND DUTIES
9 GRANTED BY THIS SECTION.

10 (7) (a) IN FURTHERANCE OF ITS BUSINESS PURPOSE, BEGINNING IN
11 STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL IMPOSE A CLEAN
12 FLEET PER RIDE FEE TO BE PAID BY A TRANSPORTATION NETWORK
13 COMPANY FOR EACH PREARRANGED RIDE REQUESTED AND ACCEPTED
14 THROUGH THE COMPANY'S DIGITAL NETWORK. FOR THE PURPOSE OF
15 MINIMIZING COMPLIANCE COSTS FOR TRANSPORTATION NETWORK
16 COMPANIES AND ADMINISTRATIVE COSTS FOR THE STATE, THE
17 DEPARTMENT OF REVENUE SHALL COLLECT THE CLEAN FLEET PER RIDE FEE
18 ON BEHALF OF THE ENTERPRISE, AND A TRANSPORTATION NETWORK
19 COMPANY SHALL PAY THE FEE TO THE DEPARTMENT OF REVENUE AS
20 REQUIRED BY SECTION 40-10.1-607.5 (2). THE ENTERPRISE SHALL ENSURE
21 THAT DURING THE FIRST TEN STATE FISCAL YEARS OF FEE COLLECTIONS,
22 EXPENDITURES THAT SUPPORT TRANSPORTATION NETWORK COMPANY
23 OPERATIONS EQUAL OR EXCEED CUMULATIVE CLEAN FLEET PER RIDE FEE
24 REVENUE.

25 (b) FOR PREARRANGED RIDES REQUESTED AND ACCEPTED DURING
26 STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL IMPOSE THE CLEAN
27 FLEET PER RIDE FEE IN A MAXIMUM AMOUNT OF:

1 (I) THREE AND THREE-QUARTERS CENTS FOR EACH PREARRANGED
2 RIDE THAT IS A CARSHARE RIDE OR FOR WHICH THE DRIVER TRANSPORTS
3 THE RIDER IN A ZERO EMISSIONS MOTOR VEHICLE; AND

4 (II) SEVEN AND ONE-HALF CENTS FOR EVERY OTHER
5 PREARRANGED RIDE.

6 (c) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (7)(c)(II)
7 OF THIS SECTION, FOR PREARRANGED RIDES REQUESTED AND ACCEPTED
8 DURING STATE FISCAL YEAR 2023-24 OR DURING ANY SUBSEQUENT STATE
9 FISCAL YEAR, THE ENTERPRISE SHALL IMPOSE THE CLEAN FLEET PER RIDE
10 FEE IN A MAXIMUM AMOUNT THAT IS THE APPLICABLE MAXIMUM AMOUNT
11 FOR THE PRIOR STATE FISCAL YEAR ADJUSTED FOR INFLATION. THE
12 ENTERPRISE SHALL NOTIFY THE DEPARTMENT OF REVENUE OF THE AMOUNT
13 OF THE CLEAN FLEET PER RIDE FEE TO BE COLLECTED FOR RIDES
14 REQUESTED AND ACCEPTED DURING EACH STATE FISCAL YEAR NO LATER
15 THAN MARCH 15 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL
16 YEAR BEGINS AND THE DEPARTMENT OF REVENUE SHALL PUBLISH THE
17 AMOUNT NO LATER THAN APRIL 15 OF THE CALENDAR YEAR IN WHICH THE
18 STATE FISCAL YEAR BEGINS.

19 (II) THE ENTERPRISE IS AUTHORIZED TO ADJUST THE AMOUNT OF
20 THE CLEAN FLEET PER RIDE FEE FOR PREARRANGED RIDES REQUESTED AND
21 ACCEPTED DURING A STATE FISCAL YEAR ONLY IF THE RATE OF INFLATION
22 IS POSITIVE AND CUMULATIVE INFLATION FROM THE TIME OF THE LAST
23 ADJUSTMENT IN THE AMOUNT OF THE FEE, WHEN APPLIED TO THE SUM OF
24 THE CURRENT CLEAN FLEET PER RIDE FEE AND THE CURRENT AIR
25 POLLUTION MITIGATION PER RIDE FEE IMPOSED AS REQUIRED BY SECTION
26 43-4-1303 (7) AND ROUNDED TO THE NEAREST WHOLE CENT, WILL RESULT
27 IN AN INCREASE OF AT LEAST ONE WHOLE CENT IN THE TOTAL AMOUNT OF

1 THE CLEAN FLEET PER RIDE FEE AND THE AIR POLLUTION MITIGATION PER
2 RIDE FEE PAID BY A PERSON WHO REQUESTS AND ACCEPTS A PREARRANGED
3 RIDE. THE AMOUNT OF CUMULATIVE INFLATION TO BE APPLIED TO THE SUM
4 OF THE CURRENT CLEAN FLEET PER RIDE FEE AND THE CURRENT AIR
5 POLLUTION MITIGATION PER RIDE FEE AND ROUNDED TO THE NEAREST
6 WHOLE CENT IS THE LESSER OF ACTUAL CUMULATIVE INFLATION OR FIVE
7 PERCENT.

8 (d) AS REQUIRED BY SECTION 40-10.1-607.5 (3)(a), THE
9 DEPARTMENT OF REVENUE SHALL TRANSMIT ALL NET CLEAN FLEET PER
10 RIDE FEE REVENUE COLLECTED TO THE STATE TREASURER, WHO SHALL
11 CREDIT THE REVENUE TO THE FUND.

12 (8) (a) IN FURTHERANCE OF ITS BUSINESS PURPOSE, BEGINNING IN
13 STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL IMPOSE, AND THE
14 DEPARTMENT OF REVENUE SHALL COLLECT ON BEHALF OF THE
15 ENTERPRISE, A CLEAN FLEET RETAIL DELIVERY FEE ON EACH RETAIL
16 DELIVERY. EACH RETAILER WHO MAKES A RETAIL DELIVERY SHALL ADD
17 TO THE PRICE OF THE RETAIL DELIVERY, COLLECT FROM THE PURCHASER,
18 AND PAY TO THE DEPARTMENT OF REVENUE AT THE TIME AND IN THE
19 MANNER PRESCRIBED BY THE DEPARTMENT IN ACCORDANCE WITH SECTION
20 43-4-218 (6) THE CLEAN FLEET RETAIL DELIVERY FEE. FOR THE PURPOSE
21 OF MINIMIZING COMPLIANCE COSTS FOR RETAILERS AND ADMINISTRATIVE
22 COSTS FOR THE STATE, THE DEPARTMENT OF REVENUE SHALL COLLECT
23 AND ADMINISTER THE CLEAN FLEET RETAIL DELIVERY FEE ON BEHALF OF
24 THE ENTERPRISE IN THE SAME MANNER IN WHICH IT COLLECTS AND
25 ADMINISTERS THE RETAIL DELIVERY FEE IMPOSED BY SECTION 43-4-218
26 (3).

27 (b) FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY

1 PURCHASED DURING STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL
2 IMPOSE THE CLEAN FLEET RETAIL DELIVERY FEE IN A MAXIMUM AMOUNT
3 OF FIVE AND THREE-TENTHS CENTS.

4 (c) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (8)(c)(II)
5 OF THIS SECTION, FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL
6 PROPERTY PURCHASED DURING STATE FISCAL YEAR 2023-24 OR DURING
7 ANY SUBSEQUENT STATE FISCAL YEAR, THE ENTERPRISE SHALL IMPOSE THE
8 CLEAN FLEET RETAIL DELIVERY FEE IN A MAXIMUM AMOUNT THAT IS THE
9 MAXIMUM AMOUNT FOR THE PRIOR STATE FISCAL YEAR ADJUSTED FOR
10 INFLATION. THE ENTERPRISE SHALL NOTIFY THE DEPARTMENT OF REVENUE
11 OF THE AMOUNT OF THE CLEAN FLEET RETAIL DELIVERY FEE TO BE
12 COLLECTED FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY
13 PURCHASED DURING EACH STATE FISCAL YEAR NO LATER THAN MARCH 15
14 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR BEGINS, AND
15 THE DEPARTMENT OF REVENUE SHALL PUBLISH THE AMOUNT NO LATER
16 THAN APRIL 15 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR
17 BEGINS.

18 (II) THE ENTERPRISE IS AUTHORIZED TO ADJUST THE AMOUNT OF
19 THE CLEAN FLEET RETAIL DELIVERY FEE FOR RETAIL DELIVERIES OF
20 TANGIBLE PERSONAL PROPERTY PURCHASED DURING A STATE FISCAL YEAR
21 ONLY IF THE DEPARTMENT OF REVENUE ADJUSTS THE AMOUNT OF THE
22 RETAIL DELIVERY FEE IMPOSED BY SECTION 43-4-218 (3) FOR RETAIL
23 DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED DURING THE
24 STATE FISCAL YEAR.

25 (9) (a) IN FURTHERANCE OF ITS BUSINESS PURPOSE, AND SUBJECT
26 TO THE REQUIREMENTS SET FORTH IN THIS SUBSECTION (9), THE
27 ENTERPRISE IS AUTHORIZED TO INCENTIVIZE, SUPPORT, AND ACCELERATE

1 THE ADOPTION OF ELECTRIC MOTOR VEHICLES IN MOTOR VEHICLE FLEETS.

2 (b) THE ENTERPRISE MAY PROVIDE FUNDING OR FINANCING
3 THROUGH GRANT PROGRAMS, REBATE PROGRAMS, REVOLVING LOAN
4 FUNDS, OR SUCH OTHER STRATEGIES AS THE BOARD FINDS EFFECTIVE:

5 (I) TO HELP PUBLIC AND PRIVATE OWNERS AND OPERATORS OF
6 MOTOR VEHICLE FLEETS FINANCE ELECTRIC MOTOR VEHICLE ACQUISITIONS
7 TO REDUCE THE UP-FRONT COSTS OF ACQUIRING ELECTRIC MOTOR
8 VEHICLES AND, IF THE ENTERPRISE DETERMINES THAT ELECTRIC MOTOR
9 VEHICLES ARE NOT YET PRACTICALLY AVAILABLE, TO HELP PUBLIC AND
10 PRIVATE OWNERS FINANCE COMPRESSED NATURAL GAS MOTOR VEHICLE
11 HEAVY DUTY TRUCK ACQUISITIONS IF AT LEAST NINETY PERCENT OF THE
12 FUEL FOR THE TRUCKS WILL BE RECOVERED METHANE;

13 (II) TO ASSESS AND IMPLEMENT CLEANER MOBILE SOURCE
14 TECHNOLOGY TO SUPPORT ELECTRIFICATION OF MOTOR VEHICLES AND
15 ELECTRIC MOTOR VEHICLE FLEETS;

16 (III) TO COORDINATE ENGAGEMENT WITH PUBLIC ENTITIES AND
17 OWNERS AND OPERATORS OF MOTOR VEHICLE FLEETS TO DEVELOP
18 STRATEGIES FOR ELECTRIFYING MOTOR VEHICLE FLEETS AND OTHER NOT
19 YET ELECTRIFIED FREIGHT TRANSPORTATION AND RETAIL DELIVERY
20 OPERATIONS THAT CAN BE ELECTRIFIED;

21 (IV) TO RESEARCH AND ASSESS INNOVATIVE AND EMERGING
22 MOTOR VEHICLE EMISSION STRATEGIES FOR MOTOR VEHICLES AND
23 ENGINES AND MODERNIZE AND IMPROVE CURRENT TESTING, INSPECTION,
24 AND READJUSTMENT SERVICES OFFERED BY THE DEPARTMENT;

25 (V) TO PROVIDE TRAINING AND DEVELOPMENT OF A CLEAN
26 TRANSPORTATION WORKFORCE TO SUPPORT THE ADOPTION OF ELECTRIC
27 MOTOR VEHICLES FOR USE IN MOTOR VEHICLE FLEETS;

1 (VI) TO RESEARCH AND DEVELOP STRATEGIES, BUSINESS PLANS,
2 AND GUIDANCE TO SUPPORT THE CONSISTENT APPLICATION OF GRANTS
3 AND OTHER ENTERPRISE BUSINESS SERVICES, INCLUDING REMEDIATION
4 SERVICES;

5 (VII) TO PROVIDE OUTREACH, EDUCATION, OR TRAINING TO
6 SUPPORT THE SUCCESSFUL APPLICATION AND PERFORMANCE BY ENTITIES
7 RECEIVING FUNDS;

8 (VIII) TO PROVIDE OR SUPPORT THE DELIVERY OF COMPANION
9 SERVICES SUCH AS FLEET MOTOR VEHICLE TESTING, INSPECTION, AND
10 READJUSTMENT SERVICES;

11 (IX) TO REDUCE HEALTH DISPARITIES IN DISPROPORTIONATELY
12 IMPACTED COMMUNITIES RESULTING FROM INCREASED EXPOSURE TO
13 MOTOR VEHICLE FLEET EMISSIONS;

14 (X) TO HELP COMPANIES THAT MAINTAIN MOTOR VEHICLE FLEETS
15 AND RENT MOTOR VEHICLES IN THE FLEETS TO TRANSPORTATION NETWORK
16 COMPANY DRIVERS FOR USE IN PROVIDING TRANSPORTATION NETWORK
17 COMPANY SERVICES PURCHASE OR LEASE ELECTRIC MOTOR VEHICLES FOR
18 THAT USE;

19 (XI) TO HELP TRANSPORTATION NETWORK COMPANIES PROVIDE
20 INCENTIVES FOR TRANSPORTATION NETWORK COMPANY DRIVERS TO
21 PROVIDE PREARRANGED RIDES IN ELECTRIC MOTOR VEHICLES; AND

22 (XII) TO PROVIDE ADDITIONAL REMEDIATION SERVICES TO FEE
23 PAYERS AS MAY BE PROVIDED BY LAW INCLUDING BUT NOT LIMITED TO
24 INCENTIVIZING THE USE OF CLEAN MOBILE EQUIPMENT, PROVIDE PLANNING
25 SERVICES TO SUPPORT COMMUNITIES, INCLUDING BUT NOT LIMITED TO
26 DISPROPORTIONATELY IMPACTED COMMUNITIES, OR PROVIDE SCRAPPAGE
27 SERVICES.

1 (10) THE ENTERPRISE SHALL CONTRACT WITH THE AIR POLLUTION
2 CONTROL DIVISION OF THE DEPARTMENT TO DEVELOP PROPOSED RULES
3 FOR THE CONSIDERATION OF THE COMMISSION THAT WILL SUPPORT THE
4 ENTERPRISE'S BUSINESS SERVICES, INCLUDING REMEDIATION SERVICES, IN
5 A MANNER THAT MAINTAINS COMPLIANCE WITH THE FEDERAL AND STATE
6 STATUTES, RULES, AND REGULATIONS GOVERNING AIR QUALITY. THE
7 DIVISION SHALL COLLABORATE WITH THE COLORADO ENERGY OFFICE AND
8 THE DEPARTMENT OF TRANSPORTATION WHEN DEVELOPING THE RULES.

9 (11) (a) TO ENSURE TRANSPARENCY AND ACCOUNTABILITY, THE
10 ENTERPRISE SHALL:

11 (I) NO LATER THAN JUNE 1, 2022, PUBLISH AND POST ON ITS
12 WEBSITE A TEN-YEAR PLAN THAT DETAILS HOW THE ENTERPRISE WILL
13 EXECUTE ITS BUSINESS PURPOSE DURING STATE FISCAL YEARS 2022-23
14 THROUGH 2031-32 AND ESTIMATES THE AMOUNT OF FUNDING NEEDED TO
15 IMPLEMENT THE PLAN. NO LATER THAN JANUARY 1, 2032, THE ENTERPRISE
16 SHALL PUBLISH AND POST ON ITS WEBSITE A NEW TEN-YEAR PLAN FOR
17 STATE FISCAL YEARS 2032-33 THROUGH 2041-42;

18 (II) CREATE, MAINTAIN, AND REGULARLY UPDATE ON ITS WEBSITE
19 A PUBLIC ACCOUNTABILITY DASHBOARD THAT PROVIDES, AT A MINIMUM,
20 ACCESSIBLE AND TRANSPARENT SUMMARY INFORMATION REGARDING THE
21 IMPLEMENTATION OF ITS TEN-YEAR PLAN, THE FUNDING STATUS AND
22 PROGRESS TOWARD COMPLETION OF EACH PROJECT THAT IT WHOLLY OR
23 PARTLY FUNDS, AND ITS PER PROJECT AND TOTAL FUNDING AND
24 EXPENDITURES;

25 (III) ENGAGE REGULARLY REGARDING ITS PROJECTS AND
26 ACTIVITIES WITH THE PUBLIC, SPECIFICALLY REACHING OUT TO AND
27 SEEKING INPUT FROM COMMUNITIES, INCLUDING BUT NOT LIMITED TO

1 DISPROPORTIONATELY IMPACTED COMMUNITIES, AND INTEREST GROUPS
2 THAT ARE LIKELY TO BE INTERESTED IN THE PROJECTS AND ACTIVITIES;
3 AND

4 (IV) PREPARE AN ANNUAL REPORT REGARDING ITS ACTIVITIES AND
5 FUNDING AND PRESENT THE REPORT TO THE TRANSPORTATION
6 COMMISSION CREATED IN SECTION 43-1-106 (1) AND TO THE
7 TRANSPORTATION AND LOCAL GOVERNMENT AND ENERGY AND
8 ENVIRONMENT COMMITTEES OF THE HOUSE OF REPRESENTATIVES AND THE
9 TRANSPORTATION AND ENERGY COMMITTEE OF THE SENATE, OR ANY
10 SUCCESSOR COMMITTEES. THE ENTERPRISE SHALL ALSO POST THE ANNUAL
11 REPORT ON ITS WEBSITE. NOTWITHSTANDING THE REQUIREMENT IN
12 SECTION 24-1-136 (11)(a)(I), THE REQUIREMENT TO SUBMIT THE REPORT
13 REQUIRED IN THIS SUBSECTION (11)(a)(IV) TO THE SPECIFIED LEGISLATIVE
14 COMMITTEES CONTINUES INDEFINITELY.

15 (b) THE ENTERPRISE IS SUBJECT TO THE OPEN MEETINGS
16 PROVISIONS OF THE "COLORADO SUNSHINE ACT OF 1972", CONTAINED IN
17 PART 4 OF ARTICLE 6 OF TITLE 24, AND THE "COLORADO OPEN RECORDS
18 ACT", PART 2 OF ARTICLE 72 OF TITLE 24.

19 (c) FOR PURPOSES OF THE "COLORADO OPEN RECORDS ACT", PART
20 2 OF ARTICLE 72 OF TITLE 24, AND EXCEPT AS MAY OTHERWISE BE
21 PROVIDED BY FEDERAL LAW OR REGULATION OR STATE LAW, THE RECORDS
22 OF THE ENTERPRISE ARE PUBLIC RECORDS, AS DEFINED IN SECTION
23 24-72-202 (6), REGARDLESS OF WHETHER THE ENTERPRISE RECEIVES LESS
24 THAN TEN PERCENT OF ITS TOTAL ANNUAL REVENUE IN GRANTS, AS
25 DEFINED IN SECTION 24-77-102 (7), FROM ALL COLORADO STATE AND
26 LOCAL GOVERNMENTS COMBINED.

27 (d) THE ENTERPRISE IS A PUBLIC ENTITY FOR PURPOSES OF PART 2

1 OF ARTICLE 57 OF TITLE 11.

2 **SECTION 12.** In Colorado Revised Statutes, 39-21-102, **add** (7)
3 as follows:

4 **39-21-102. Scope.** (7) THE PROVISIONS OF THIS ARTICLE 21 APPLY
5 TO THE FEES IMPOSED PURSUANT TO PART 3 OF ARTICLE 38.5 OF TITLE 24,
6 ARTICLE 7.5 OF TITLE 25, AND THE FEES COLLECTED PURSUANT TO SECTION
7 40-10.1-607.5, BUT ONLY TO THE EXTENT THAT THE PROVISIONS OF THIS
8 ARTICLE 21 ARE NOT INCONSISTENT WITH THE PROVISIONS OF PART 3 OF
9 ARTICLE 38.5 OF TITLE 24, ARTICLE 7.5 OF TITLE 25, AND SECTION
10 40-10.1-607.5.

11 **SECTION 13.** In Colorado Revised Statutes, 39-21-119.5,
12 **amend** (2)(i), (2)(s), (2)(t), (4)(d), (4)(i), and (4)(j); and **add** (2)(u) and
13 (4)(k) as follows:

14 **39-21-119.5. Mandatory electronic filing of returns -**
15 **mandatory electronic payment - penalty - waiver - definitions.**

16 (2) Except as provided in subsection (6) of this section, the executive
17 director may, as specified in subsection (3) of this section, require the
18 electronic filing of returns and require the payment of any tax or fee due
19 by electronic funds transfer for the following:

20 (i) Any motor fuel tax OR FEE return required to be filed and
21 payment required to be made pursuant to section 39-27-303;

22 (s) Any prepaid wireless 911 charge report required to be filed and
23 payment required to be made pursuant to section 29-11-102.5 (3); ~~and~~

24 (t) Any prepaid wireless telecommunications relay service charge
25 report required to be filed and payment required to be made pursuant to
26 section 29-11-102.7 (3); AND

27 (u) ANY RETAIL DELIVERY FEE OR ENTERPRISE RETAIL DELIVERY

1 FEES RETURN REQUIRED TO BE FILED PURSUANT TO SECTION 43-4-218 (6).

2 (4) Except as provided in subsection (6) of this section, on and
3 after August 2, 2019, electronic filing of returns and the payment of any
4 tax or fee by electronic funds transfer is required for the following:

5 (d) (I) Any gasoline or special fuel report required to be filed
6 pursuant to section 39-27-105 and the payment required to be made
7 pursuant to section 39-27-105.3;

8 (II) ANY ROAD USAGE FEE REPORT OR BRIDGE AND TUNNEL IMPACT
9 FEE REPORT REQUIRED TO BE FILED WITH A GASOLINE OR SPECIAL FUEL
10 REPORT PURSUANT TO SECTION 43-4-217 (7);

11 (i) Any tobacco products excise tax return required to be filed and
12 payment required to be made pursuant to article 28.5 of THIS title 39; ~~and~~

13 (j) Any nicotine products tax return required to be filed and
14 payment required to be paid pursuant to article 28.6 of this title 39; AND

15 (k) ANY CLEAN FLEET PER RIDE FEE AND AIR POLLUTION
16 MITIGATION PER RIDE FEE RETURN REQUIRED TO BE FILED AND PAYMENT
17 REQUIRED PURSUANT TO SECTION 40-10.1-607.5.

18 **SECTION 14.** In Colorado Revised Statutes, 39-26-102, **amend**
19 (7)(a) introductory portion as follows:

20 **39-26-102. Definitions.** As used in this article 26, unless the
21 context otherwise requires:

22 (7) (a) "Purchase price" means the price to the consumer,
23 exclusive of any direct tax imposed by the federal government or by this
24 ~~article~~ ARTICLE 26, EXCLUSIVE OF ANY RETAIL DELIVERY FEE AND
25 ENTERPRISE RETAIL DELIVERY FEES IMPOSED OR COLLECTED AS SPECIFIED
26 IN SECTION 43-4-218, and, in the case of all retail sales involving the
27 exchange of property, also exclusive of the fair market value of the

1 property exchanged at the time and place of the exchange, if:

2 **SECTION 15.** In Colorado Revised Statutes, 39-26-123, **repeal**
3 (3.5) as follows:

4 **39-26-123. Receipts - disposition - transfers of general fund**
5 **surplus - sales tax holding fund - creation - definitions.** (3.5) For each
6 ~~state fiscal year commencing on or after the first state fiscal year in which~~
7 ~~an appropriation or transfer is permitted pursuant to section 24-75-219~~
8 ~~(2)(d), C.R.S., the general assembly may appropriate or transfer, in its~~
9 ~~sole discretion, moneys from the general fund to the sales and use tax~~
10 ~~holding fund.~~

11 **SECTION 16.** In Colorado Revised Statutes, 39-27-301, **amend**
12 (1), (4), and (6); and **add** (3.3) as follows:

13 **39-27-301. Definitions.** As used in this part 3, unless the context
14 otherwise requires:

15 (1) "Agreement" means a motor fuel tax AND FEE agreement under
16 this part 3.

17 (3.3) "FEE" MEANS THE ROAD USAGE FEE IMPOSED BY SECTION
18 43-4-217 (3) AND (4) AND THE BRIDGE AND TUNNEL IMPACT FEE IMPOSED
19 BY SECTION 43-4-805 (5)(g.5).

20 (4) "Licensee" means a motor carrier who has been issued a fuel
21 tax license under a motor fuel tax AND FEE agreement.

22 (6) "Motor fuel" means all fuel subject to FEES AND SUBJECT TO
23 tax under this ~~article~~ ARTICLE 27.

24 **SECTION 17.** In Colorado Revised Statutes, **amend** 39-27-302
25 as follows:

26 **39-27-302. Agreements between jurisdictions.** The department
27 may enter into a motor fuel tax AND FEE cooperative agreement with

1 another jurisdiction or jurisdictions that provide for the administration,
2 collection, and enforcement of each jurisdiction's motor fuel taxes AND
3 FEES on motor fuel used by motor carriers. The agreement shall not
4 contain any provision that exempts any motor vehicle, owner, or operator
5 from complying with the laws, rules, and regulations pertaining to motor
6 vehicle licensing, size, weight, load, or operation upon the public
7 highways of this state.

8 **SECTION 18.** In Colorado Revised Statutes, 39-27-304, **amend**
9 (1)(a), (1)(b), (1)(c), (1)(e), (1)(f), and (1)(g) as follows:

10 **39-27-304. Provisions of agreements.** (1) An agreement entered
11 into under this part 3 may provide for:

12 (a) Defining the classes of motor vehicles upon which taxes AND
13 FEES are to be collected under the agreement;

14 (b) Establishing methods for base jurisdiction fuel tax licensing,
15 license revocation, and tax AND FEE collection from motor carriers on
16 behalf of the jurisdictions that are parties to the agreement;

17 (c) Establishing procedures for the granting of credits or refunds
18 on the purchase of excess tax-paid AND FEE-PAID fuel;

19 (e) Establishing tax AND FEE reporting periods not to exceed one
20 calendar quarter and TAX AND FEE report due dates not to exceed one
21 calendar month after the close of the reporting period;

22 (f) Penalties and interest for filing of tax AND FEE reports after the
23 due dates prescribed by the agreement;

24 (g) Establishing procedures for the forwarding of fuel taxes, FEES,
25 penalties, and interest collected on behalf of another jurisdiction to such
26 jurisdiction;

27 **SECTION 19.** In Colorado Revised Statutes, **amend** 39-27-305

1 as follows:

2 **39-27-305. Credit for purchases.** Any licensee purchasing more
3 tax-paid AND FEE-PAID motor fuel in this state than the licensee uses in
4 this state during the course of a reporting period shall be permitted a
5 credit against future tax AND FEE liability for the excess tax-paid AND
6 FEE-PAID fuel purchased. Upon request, this credit may be refunded to the
7 licensee by the department in accordance with the agreement.

8 **SECTION 20.** In Colorado Revised Statutes, 39-27-306, **amend**
9 (1) as follows:

10 **39-27-306. Tax and fee collection.** (1) The agreement may
11 require the department to perform audits of licensees or persons required
12 to be licensed and who are based in this state to determine whether motor
13 fuel taxes AND FEES to be collected under the agreement have been
14 reported properly and paid to each jurisdiction that is a party to the
15 agreement. The agreement may authorize other jurisdictions to perform
16 audits on licensees or persons required to be licensed and who are based
17 in such other jurisdictions on behalf of the state of Colorado and forward
18 the audit findings to the department. Such findings may be served upon
19 the licensee or such other person in the same manner as audits performed
20 by the department.

21 **SECTION 21.** In Colorado Revised Statutes, 39-27-310, **amend**
22 (1) as follows:

23 **39-27-310. Construction of this part 3 - rules and regulations.**
24 (1) This part 3 shall be applied and construed to effectuate its general
25 purpose to make uniform the law with respect to the subject of this part
26 3 among jurisdictions enacting it for the purpose of participating in a
27 multijurisdictional motor fuel tax AND FEE agreement.

1 **SECTION 22.** In Colorado Revised Statutes, **add** 40-10.1-118 as
2 follows:

3 **40-10.1-118. Certificated taxi carrier parity report -**
4 **recommendations - legislative declaration - repeal.** (1) THE GENERAL
5 ASSEMBLY HEREBY FINDS AND DECLARES THAT:

6 (a) WHEN THE GENERAL ASSEMBLY ENACTED SENATE BILL
7 21-260, ENACTED IN 2021, IT ESTABLISHED A POLICY THAT A SUSTAINABLE
8 TRANSPORTATION SYSTEM MUST BE FUNDED ADEQUATELY AND
9 EQUITABLY WITH CONTRIBUTIONS FROM USERS THAT BEAR A REASONABLE
10 RELATIONSHIP TO THEIR USE OF AND IMPACTS ON THE SYSTEM AND THE
11 ENVIRONMENT AND THE COSTS INCURRED IN MITIGATING THOSE IMPACTS;

12 (b) AS A RESULT OF THE ENACTMENT OF SENATE BILL 21-260,
13 ENACTED IN 2021, ON AND AFTER JULY 1, 2022, TRANSPORTATION
14 NETWORK COMPANIES WILL PAY PER RIDE FEES FOR EACH PREARRANGED
15 RIDE REQUESTED AND ACCEPTED THROUGH THEIR DIGITAL NETWORKS, BUT
16 CERTIFICATED TAXI CARRIERS WILL NOT BE REQUIRED TO PAY PER RIDE
17 FEES; AND

18 (c) CONSISTENT WITH THE POLICY THAT THE TRANSPORTATION
19 SYSTEM BE FUNDED ADEQUATELY AND EQUITABLY WITH CONTRIBUTIONS
20 FROM USERS, IT IS NECESSARY AND APPROPRIATE TO ASSESS WHETHER
21 THERE IS PARITY BETWEEN CERTIFICATED TAXI CARRIERS AND
22 TRANSPORTATION NETWORK COMPANIES WITH RESPECT TO THEIR
23 CONTRIBUTIONS TO THE FUNDING OF THE TRANSPORTATION SYSTEM.

24 (2) THE STAFF OF THE COMMISSION SHALL REPORT WHETHER,
25 TAKING INTO ACCOUNT ANY RELEVANT DIFFERENCES IN THEIR BUSINESS
26 MODELS, REGULATORY BURDENS, AND IMPACTS ON THE SUSTAINABILITY
27 OF THE TRANSPORTATION SYSTEM, THERE IS PARITY BETWEEN

1 AUTHORIZED TAXI CARRIERS AND TRANSPORTATION NETWORK COMPANIES
2 WITH RESPECT TO THEIR CONTRIBUTIONS TO THE FUNDING OF THE
3 TRANSPORTATION SYSTEM. THE STAFF OF THE COMMISSION SHALL REPORT
4 ITS FINDINGS TO THE TRANSPORTATION LEGISLATION REVIEW COMMITTEE
5 OF THE GENERAL ASSEMBLY CREATED IN SECTION 43-2-145 (1)(a) DURING
6 THE 2023 LEGISLATIVE INTERIM.

7 (3) THIS SECTION IS REPEALED, EFFECTIVE JULY 1, 2024.

8 **SECTION 23.** In Colorado Revised Statutes, 40-10.1-605,
9 **amend** (1)(d) as follows:

10 **40-10.1-605. Operational requirements.** (1) The following
11 requirements apply to the provision of services:

12 (d) Before permitting a person to act as a driver on its digital
13 network, a transportation network company shall confirm that the person
14 HAS SELF-CERTIFIED TO THE TRANSPORTATION NETWORK COMPANY
15 THROUGH THE TRANSPORTATION NETWORK COMPANY'S ONLINE
16 APPLICATION OR DIGITAL NETWORK THAT HE OR SHE IS PHYSICALLY AND
17 MENTALLY FIT TO DRIVE, is at least twenty-one years of age and possesses:

- 18 (I) A valid driver's license;
- 19 (II) Proof of automobile insurance; AND
- 20 (III) Proof of a Colorado vehicle registration; ~~and~~
- 21 (IV) ~~Within ninety days of June 5, 2014, and pursuant to~~
22 ~~commission rules, proof that the person is medically fit to drive.~~

23 **SECTION 24.** In Colorado Revised Statutes, **amend** 40-10.1-607
24 as follows:

25 **40-10.1-607. Fees - transportation network company fund -**
26 **creation.** The commission shall transmit all fees PAYABLE TO AND
27 collected BY THE COMMISSION pursuant to this part 6 to the state treasurer,

1 who shall credit the fees to the transportation network company fund,
2 which is hereby created in the state treasury. The ~~moneys~~ MONEY in the
3 fund ~~are~~ IS continuously appropriated to the commission for the purposes
4 set forth in this part 6. All interest earned from the DEPOSIT AND
5 investment of ~~moneys~~ MONEY in the fund is credited to the fund. Any
6 ~~moneys~~ MONEY not expended at the end of the fiscal year ~~remain~~
7 REMAINS in the fund and ~~do~~ DOES not revert to the general fund or any
8 other fund.

9 **SECTION 25.** In Colorado Revised Statutes, **add** 40-10.1-607.5
10 as follows:

11 **40-10.1-607.5. Fees - enterprise per ride fees - collection -**
12 **distribution of fee proceeds - rules - definitions.** (1) AS USED IN THIS
13 SECTION, UNLESS THE CONTEXT OTHERWISE REQUIRES:

14 (a) "AIR POLLUTION MITIGATION PER RIDE FEE" MEANS THE AIR
15 POLLUTION MITIGATION PER RIDE FEE IMPOSED BY THE NONATTAINMENT
16 AREA AIR POLLUTION MITIGATION ENTERPRISE AS REQUIRED BY SECTION
17 43-4-1303 (7).

18 (b) "CARSHARE RIDE" MEANS A PREARRANGED RIDE FOR WHICH
19 THE RIDER AGREES, AT THE TIME THE RIDER REQUESTS THE RIDE THROUGH
20 A DIGITAL NETWORK, TO BE TRANSPORTED WITH ANOTHER RIDER WHO HAS
21 SEPARATELY REQUESTED A PREARRANGED RIDE.

22 (c) "CLEAN FLEET PER RIDE FEE" MEANS THE CLEAN FLEET PER
23 RIDE FEE IMPOSED BY THE CLEAN FLEET ENTERPRISE CREATED IN SECTION
24 25-7.5-103 (1)(a) AS REQUIRED BY SECTION 25-7.5-103 (7).

25 (d) "ENTERPRISE PER RIDE FEES" MEANS THE CLEAN FLEET PER
26 RIDE FEE AND THE AIR POLLUTION MITIGATION PER RIDE FEE.

27 (2) FOR PREARRANGED RIDES REQUESTED AND ACCEPTED DURING

1 STATE FISCAL YEAR 2022-23 OR ANY SUBSEQUENT STATE FISCAL YEAR,
2 EACH TRANSPORTATION NETWORK COMPANY SHALL PAY TO THE
3 DEPARTMENT OF REVENUE, AT THE TIME AND IN THE MANNER PRESCRIBED
4 BY THE DEPARTMENT, THE ENTERPRISE PER RIDE FEES, WHICH, FOR THE
5 PURPOSE OF MINIMIZING COMPLIANCE COSTS FOR TRANSPORTATION
6 NETWORK COMPANIES AND ADMINISTRATIVE COSTS FOR THE STATE, THE
7 DEPARTMENT SHALL COLLECT ON BEHALF OF THE ENTERPRISES.

8 (3) THE DEPARTMENT OF REVENUE SHALL TRANSMIT ALL NET
9 ENTERPRISE PER RIDE FEE REVENUE TO THE STATE TREASURER, WHO SHALL
10 CREDIT THE NET REVENUE AS FOLLOWS:

11 (a) ALL NET CLEAN FLEET PER RIDE FEE REVENUE SHALL BE
12 CREDITED TO THE CLEAN FLEET ENTERPRISE FUND CREATED IN SECTION
13 25-7.5-103 (5); AND

14 (b) ALL NET AIR POLLUTION MITIGATION PER RIDE FEE REVENUE
15 SHALL BE CREDITED TO THE NONATTAINMENT AREA AIR POLLUTION
16 MITIGATION ENTERPRISE FUND CREATED IN SECTION 43-4-1303 (5).

17 (4) WHEN COLLECTING THE ENTERPRISE PER RIDE FEES, THE
18 DEPARTMENT OF REVENUE SHALL RETAIN AN AMOUNT THAT DOES NOT
19 EXCEED THE TOTAL COST OF COLLECTING, ADMINISTERING, AND
20 ENFORCING THE ENTERPRISE PER RIDE FEES AND SHALL TRANSMIT THE
21 AMOUNT RETAINED TO THE STATE TREASURER, WHO SHALL CREDIT IT TO
22 THE ENTERPRISE PER RIDE FEES FUND, WHICH IS HEREBY CREATED IN THE
23 STATE TREASURY. ALL MONEY IN THE ENTERPRISE PER RIDE FEES FUND IS
24 CONTINUOUSLY APPROPRIATED TO THE DEPARTMENT OF REVENUE TO
25 DEFRAID THE COSTS INCURRED BY THE DEPARTMENT IN COLLECTING,
26 ENFORCING, AND ADMINISTERING THE ENTERPRISE PER RIDE FEES.

27 (5) THE COLLECTION, ADMINISTRATION, AND ENFORCEMENT OF

1 THE ENTERPRISE PER RIDE FEES COLLECTED AS REQUIRED BY SUBSECTION
2 (2) OF THIS SECTION SHALL BE PERFORMED BY THE EXECUTIVE DIRECTOR
3 OF THE DEPARTMENT OF REVENUE IN THE SAME MANNER AS THE
4 COLLECTION, ADMINISTRATION, AND ENFORCEMENT OF STATE TAXES
5 PURSUANT TO ARTICLE 21 OF TITLE 39. THE DEPARTMENT OF REVENUE
6 MAY PROMULGATE RULES TO IMPLEMENT THIS SECTION.

7 **SECTION 26.** In Colorado Revised Statutes, 42-3-304, **amend**
8 (25)(a) and (25)(b); and **add** (25)(a.5), (25)(a.6), (25)(a.7), (25)(a.8), and
9 (25)(a.9) as follows:

10 **42-3-304. Registration fees - passenger and passenger-mile**
11 **taxes - clean screen fund - rules - definitions.** (25) (a) In addition to
12 any other fee imposed by this section, FOR REGISTRATION PERIODS
13 BEGINNING DURING STATE FISCAL YEARS PRIOR TO STATE FISCAL YEAR
14 2022-23, each authorized agent shall annually collect a fee of fifty dollars
15 at the time of registration on every ~~plug-in~~ electric motor vehicle. FOR
16 REGISTRATION PERIODS BEGINNING DURING STATE FISCAL YEAR 2022-23
17 OR DURING ANY SUBSEQUENT STATE FISCAL YEAR, EACH AUTHORIZED
18 AGENT SHALL CONTINUE TO COLLECT THE FEE, AND THE AMOUNT OF THE
19 FEE FOR REGISTRATION PERIODS BEGINNING DURING ANY GIVEN STATE
20 FISCAL YEAR IS THE AMOUNT OF THE FEE COLLECTED FOR REGISTRATION
21 PERIODS BEGINNING DURING THE PRIOR STATE FISCAL YEAR, ADJUSTED FOR
22 INFLATION; EXCEPT THAT AN ADJUSTMENT SHALL BE MADE ONLY IF THE
23 RATE OF INFLATION IS POSITIVE AND MUST BE THE LESSER OF THE ACTUAL
24 RATE OF INFLATION OR FIVE PERCENT. THE DEPARTMENT OF REVENUE
25 SHALL ANNUALLY CALCULATE THE INFLATION-ADJUSTED AMOUNT OF THE
26 FEE FOR REGISTRATION PERIODS BEGINNING DURING EACH STATE FISCAL
27 YEAR AND SHALL PUBLISH THE AMOUNT NO LATER THAN APRIL 15 OF THE

1 CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR BEGINS. The
2 authorized agent shall transmit the fee to the state treasurer, who shall
3 credit thirty dollars, ADJUSTED FOR INFLATION, of each fee to the highway
4 users tax fund created in section 43-4-201, and twenty dollars, ADJUSTED
5 FOR INFLATION, of each fee to the electric vehicle grant fund created in
6 section 24-38.5-103.

7 (a.5) (I) IN ADDITION TO ANY OTHER FEE IMPOSED BY THIS
8 SECTION, INCLUDING THE FEE IMPOSED BY SUBSECTION (25)(a) OF THIS
9 SECTION, FOR REGISTRATION PERIODS BEGINNING DURING STATE FISCAL
10 YEAR 2022-23 OR DURING ANY SUBSEQUENT STATE FISCAL YEAR, EACH
11 AUTHORIZED AGENT SHALL ANNUALLY COLLECT AN ELECTRIC MOTOR
12 VEHICLE ROAD USAGE EQUALIZATION FEE AT THE TIME OF REGISTRATION
13 ON EVERY BATTERY ELECTRIC MOTOR VEHICLE AS SPECIFIED IN
14 SUBSECTIONS (25)(a.5)(II) AND (25)(a.5)(III) OF THIS SECTION AND ON
15 EVERY PLUG-IN HYBRID ELECTRIC MOTOR VEHICLE AS SPECIFIED IN
16 SUBSECTIONS (25)(a.5)(IV) AND (25)(a.5)(V) OF THIS SECTION. THE
17 AUTHORIZED AGENT SHALL TRANSMIT THE FEE TO THE STATE TREASURER,
18 WHO SHALL CREDIT IT TO THE HIGHWAY USERS TAX FUND FOR ALLOCATION
19 AND EXPENDITURE AS SPECIFIED IN SECTION 43-4-205 (6.8).

20 (II) FOR REGISTRATION PERIODS BEGINNING DURING STATE FISCAL
21 YEARS 2022-23 THROUGH 2031-32, THE AMOUNT OF THE ELECTRIC MOTOR
22 VEHICLE ROAD USAGE EQUALIZATION FEE FOR A BATTERY ELECTRIC
23 MOTOR VEHICLE IS AS FOLLOWS:

24	FISCAL YEAR	FEE
25	2022-2023	\$4
26	2023-2024	\$8
27	2024-2025	\$12

1	2025-2026	\$16
2	2026-2027	\$26
3	2027-2028	\$36
4	2028-2029	\$51
5	2029-2030	\$66
6	2030-2031	\$81
7	2031-2032	\$96

8 (III) FOR REGISTRATION PERIODS BEGINNING DURING STATE FISCAL
9 YEAR 2032-33 OR DURING ANY SUBSEQUENT STATE FISCAL YEAR, THE
10 AMOUNT OF THE ELECTRIC MOTOR VEHICLE ROAD USAGE EQUALIZATION
11 FEE FOR A BATTERY ELECTRIC MOTOR VEHICLE IS THE AMOUNT OF THE FEE
12 FOR REGISTRATION PERIODS BEGINNING DURING THE PRIOR STATE FISCAL
13 YEAR, ADJUSTED FOR INFLATION; EXCEPT THAT AN ADJUSTMENT SHALL BE
14 MADE ONLY IF THE RATE OF INFLATION IS POSITIVE AND MUST BE THE
15 LESSER OF THE ACTUAL RATE OF INFLATION OR FIVE PERCENT. THE
16 DEPARTMENT OF REVENUE SHALL ANNUALLY CALCULATE THE INFLATION
17 ADJUSTED AMOUNT OF THE ELECTRIC MOTOR VEHICLE ROAD USAGE
18 EQUALIZATION FEE FOR A BATTERY ELECTRIC MOTOR VEHICLE FOR
19 REGISTRATION PERIODS BEGINNING DURING EACH STATE FISCAL YEAR AND
20 SHALL NOTIFY AUTHORIZED AGENTS OF THE AMOUNT NO LATER THAN THE
21 MAY 1 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR BEGINS.

22 (IV) FOR REGISTRATION PERIODS BEGINNING DURING STATE FISCAL
23 YEARS 2022-23 THROUGH 2031-32, THE AMOUNT OF THE ELECTRIC MOTOR
24 VEHICLE ROAD USAGE EQUALIZATION FEE FOR A PLUG-IN HYBRID ELECTRIC
25 MOTOR VEHICLE IS:

26	FISCAL YEAR	FEE
27	2022-2023	\$3

1	2023-2024	\$5
2	2024-2025	\$8
3	2025-2026	\$11
4	2026-2027	\$13
5	2027-2028	\$16
6	2028-2029	\$19
7	2029-2030	\$21
8	2030-2031	\$24
9	2031-2032	\$27

10 (V) FOR REGISTRATION PERIODS BEGINNING DURING STATE FISCAL
11 YEAR 2032-33 OR DURING ANY SUBSEQUENT STATE FISCAL YEAR, THE
12 AMOUNT OF THE ELECTRIC MOTOR VEHICLE ROAD USAGE EQUALIZATION
13 FEE FOR A PLUG-IN HYBRID ELECTRIC MOTOR VEHICLE IS THE AMOUNT OF
14 THE FEE FOR REGISTRATION PERIODS COMMENCING DURING THE PRIOR
15 STATE FISCAL YEAR, ADJUSTED FOR INFLATION; EXCEPT THAT AN
16 ADJUSTMENT SHALL BE MADE ONLY IF THE RATE OF INFLATION IS POSITIVE
17 AND THE ADJUSTMENT MUST BE THE LESSER OF THE ACTUAL RATE OF
18 INFLATION OR FIVE PERCENT. THE DEPARTMENT OF REVENUE SHALL
19 CALCULATE THE INFLATION ADJUSTED AMOUNT OF THE ELECTRIC MOTOR
20 VEHICLE ROAD USAGE EQUALIZATION FEE FOR A PLUG-IN HYBRID ELECTRIC
21 MOTOR VEHICLE FOR REGISTRATION PERIODS BEGINNING DURING EACH
22 STATE FISCAL YEAR AND SHALL NOTIFY AUTHORIZED AGENTS OF THE
23 AMOUNT NO LATER THAN THE MAY 1 OF THE CALENDAR YEAR IN WHICH
24 THE STATE FISCAL YEAR BEGINS.

25 (a.6) BECAUSE THE ELECTRIC MOTOR VEHICLE FEE IMPOSED
26 PURSUANT TO SUBSECTION (25)(a) OF THIS SECTION AND THE ELECTRIC
27 MOTOR VEHICLE ROAD USAGE EQUALIZATION FEE IMPOSED PURSUANT TO

1 SUBSECTION (25)(a.5) OF THIS SECTION ARE INTENDED TO EQUALIZE THE
2 AVERAGE AGGREGATE AMOUNT OF REGISTRATION FEES AND MOTOR FUEL
3 CHARGES ANNUALLY PAID BY OWNERS OF ELECTRIC MOTOR VEHICLES AND
4 OWNERS OF MOTOR VEHICLES POWERED EXCLUSIVELY BY INTERNAL
5 COMBUSTION ENGINES, AND BECAUSE MOTOR FUEL CHARGES ARE PAID
6 THROUGHOUT THE YEAR RATHER THAN AT THE TIME OF ANNUAL MOTOR
7 VEHICLE REGISTRATION, THE DEPARTMENT SHALL IMPLEMENT A PILOT
8 PROGRAM TO ALLOW FEES IMPOSED PURSUANT TO THIS SUBSECTION (25)
9 TO BE PAID ON AN AUTOMATED PRORATED QUARTERLY BASIS. AFTER
10 EVALUATING THE SUCCESS OF THE PILOT PROGRAM AFTER THE SECOND
11 YEAR OF IMPLEMENTATION, THE DEPARTMENT SHALL MAKE THE PILOT
12 PROGRAM PERMANENT UNLESS THERE IS COMPELLING EVIDENCE THAT THE
13 PILOT PROGRAM HAS NOT BEEN SUCCESSFUL. THE DEPARTMENT MAY
14 PROMULGATE RULES TO IMPLEMENT THIS SUBSECTION (25)(a.6).

15 (a.7) (I) IN LIEU OF ANY OTHER FEE IMPOSED BY THIS SUBSECTION
16 (25), FOR REGISTRATION PERIODS BEGINNING DURING STATE FISCAL YEAR
17 2022-23 OR DURING ANY SUBSEQUENT STATE FISCAL YEAR, EACH
18 AUTHORIZED AGENT SHALL ANNUALLY COLLECT A COMMERCIAL ELECTRIC
19 MOTOR VEHICLE ROAD USAGE EQUALIZATION FEE IN THE AMOUNT
20 SPECIFIED IN SUBSECTION (25)(a.7)(II) OR (25)(a.7)(III) OF THIS SECTION.
21 THE AUTHORIZED AGENT SHALL TRANSMIT THE FEE TO THE STATE
22 TREASURER, WHO SHALL CREDIT IT AS SPECIFIED IN SUBSECTION
23 (25)(a.7)(IV) OF THIS SECTION.

24 (II) FOR REGISTRATION PERIODS BEGINNING DURING STATE FISCAL
25 YEAR 2022-23, THE AMOUNT OF THE COMMERCIAL ELECTRIC MOTOR
26 VEHICLE ROAD USAGE EQUALIZATION FEE IS:

27 (A) FIFTY DOLLARS FOR AN COMMERCIAL ELECTRIC MOTOR

1 VEHICLE THAT WEIGHS MORE THAN TEN THOUSAND POUNDS BUT NOT
2 MORE THAN SIXTEEN THOUSAND POUNDS;

3 (B) ONE HUNDRED DOLLARS FOR A COMMERCIAL ELECTRIC MOTOR
4 VEHICLE THAT WEIGHS MORE THAN SIXTEEN THOUSAND POUNDS BUT NOT
5 MORE THAT TWENTY-SIX THOUSAND POUNDS; AND

6 (C) ONE HUNDRED FIFTY DOLLARS FOR A COMMERCIAL ELECTRIC
7 MOTOR VEHICLE THAT WEIGHS MORE THAN TWENTY-SIX THOUSAND
8 POUNDS.

9 (III) FOR REGISTRATION PERIODS BEGINNING DURING STATE FISCAL
10 YEAR 2023-24 OR DURING ANY SUBSEQUENT STATE FISCAL YEAR, THE
11 AMOUNT OF THE COMMERCIAL ELECTRIC MOTOR VEHICLE ROAD USAGE
12 EQUALIZATION FEE IS THE AMOUNT OF THE FEE FOR REGISTRATION PERIODS
13 COMMENCING DURING THE PRIOR STATE FISCAL YEAR, ADJUSTED FOR
14 INFLATION; EXCEPT THAT AN ADJUSTMENT SHALL BE MADE ONLY IF THE
15 RATE OF INFLATION IS POSITIVE AND THE ADJUSTMENT MUST BE THE
16 LESSER OF THE ACTUAL RATE OF INFLATION OR FIVE PERCENT. THE
17 DEPARTMENT OF REVENUE SHALL CALCULATE THE INFLATION ADJUSTED
18 AMOUNT OF THE COMMERCIAL ELECTRIC MOTOR VEHICLE ROAD USAGE
19 EQUALIZATION FEE FOR A COMMERCIAL ELECTRIC MOTOR VEHICLE FOR
20 REGISTRATION PERIODS BEGINNING DURING EACH STATE FISCAL YEAR AND
21 SHALL NOTIFY AUTHORIZED AGENTS OF THE AMOUNT NO LATER THAN THE
22 MAY 1 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR BEGINS.

23 (IV) THE STATE TREASURER SHALL CREDIT FEE REVENUE
24 COLLECTED PURSUANT SUBSECTIONS (25)(a.7)(II) AND (25)(a.7)(III) AS
25 FOLLOWS:

26 (A) SEVENTY PERCENT TO THE HIGHWAY USERS TAX FUND FOR
27 ALLOCATION AND EXPENDITURE AS SPECIFIED IN SECTION 43-4-205 (6.8);

1 AND

2 (B) THIRTY PERCENT TO THE STATE HIGHWAY FUND CREATED IN
3 SECTION 43-1-219 FOR THE PURPOSE OF FUNDING FREIGHT-RELATED
4 PROJECTS THAT EASE EFFECTIVE, EFFICIENT, AND SAFE FREIGHT
5 TRANSPORT.

6 (a.8) DURING THE 2026 LEGISLATIVE INTERIM, THE COLORADO
7 ENERGY OFFICE, THE DEPARTMENT OF TRANSPORTATION, AND THE
8 DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT, AFTER CONSULTING
9 WITH THE COMMUNITY ACCESS ENTERPRISE CREATED IN SECTION
10 24-38.5-303 (1), THE CLEAN FLEET ENTERPRISE CREATED IN SECTION
11 25-7.5-103 (1)(a), THE CLEAN TRANSIT ENTERPRISE CREATED IN SECTION
12 43-4-1203 (1)(a), AND THE NONATTAINMENT AREA AIR POLLUTION
13 MITIGATION ENTERPRISE CREATED IN SECTION 43-4-1303 (1)(a), SHALL
14 JOINTLY COMPLETE A WRITTEN REPORT AND PRESENT THE REPORT AT A
15 HEARING OF THE TRANSPORTATION LEGISLATION REVIEW COMMITTEE
16 CREATED IN SECTION 43-2-145 (1)(a). THE REPORT SHALL DETAIL
17 PROGRESS ON ALL PROJECTS COMPLETED OR UNDERTAKEN USING FUNDING
18 PROVIDED PURSUANT TO SENATE BILL 21-260, ENACTED IN 2021, IDENTIFY
19 OTHER PROJECTS EXPECTED TO BE COMPLETED IN THE NEXT FIVE YEARS,
20 SPECIFICALLY DOCUMENT THE USE OF GENERAL FUND MONEY PROVIDED
21 PURSUANT TO SENATE BILL 21-260, ENACTED IN 2021, AND MAKE
22 RECOMMENDATIONS AS TO WHETHER ADDITIONAL GENERAL FUND MONEY
23 SHOULD BE PROVIDED FOR SIMILAR USES IN LIGHT OF CURRENT ECONOMIC
24 CONDITIONS, INFLATION, AND OTHER PROJECT COMPLETION COST FACTORS,
25 AND AVAILABLE STATE REVENUE. THE REPORT SHALL ALSO INCLUDE THE
26 JOINT RECOMMENDATIONS OF THE OFFICE AND THE DEPARTMENTS AS TO
27 WHETHER, BEGINNING IN STATE FISCAL YEAR 2027-28 OR A LATER STATE

1 FISCAL YEAR, THE AMOUNT OF ANY OR ALL OF THE FEES IMPOSED BY THIS
2 SUBSECTION (25) SHOULD BE ADJUSTED OR, DUE TO INCREASED USE OF
3 SUCH MOTOR VEHICLES, FEES SHOULD ALSO BE IMPOSED ON HYDROGEN
4 FUEL CELL MOTOR VEHICLES THAT ARE POWERED BY ELECTRICITY
5 PRODUCED FROM A FUEL CELL THAT USES HYDROGEN GAS AS FUEL TO
6 ENSURE THAT THE GOAL OF EQUALIZING THE AVERAGE AGGREGATE
7 AMOUNT OF REGISTRATION FEES AND MOTOR FUEL CHARGES ANNUALLY
8 PAID BY OWNERS OF ELECTRIC MOTOR VEHICLES AND OWNERS OF MOTOR
9 VEHICLES POWERED EXCLUSIVELY BY INTERNAL COMBUSTION ENGINES
10 CONTINUES TO BE REALIZED. WHEN DEVELOPING THEIR
11 RECOMMENDATIONS REGARDING THE FEES, THE OFFICE AND THE
12 DEPARTMENTS SHALL TAKE INTO ACCOUNT, AT A MINIMUM, THE MOST
13 RECENT AVAILABLE RELIABLE DATA ON CURRENT AVERAGE FUEL
14 EFFICIENCY AND CURRENT FUEL EFFICIENCY FOR THE MOST
15 FUEL-EFFICIENT MOTOR VEHICLES FOR THE COLORADO LIGHT-DUTY AND
16 COMMERCIAL MOTOR VEHICLE FLEETS OR, IF COLORADO DATA IS NOT
17 AVAILABLE, THE UNITED STATES LIGHT-DUTY AND COMMERCIAL MOTOR
18 VEHICLE FLEETS, AND THE MOST RECENT AVAILABLE RELIABLE
19 PROJECTIONS OF FUTURE AVERAGE FUEL EFFICIENCY AND FUTURE FUEL
20 EFFICIENCY FOR THE MOST FUEL-EFFICIENT MOTOR VEHICLES FOR THE
21 COLORADO LIGHT-DUTY AND COMMERCIAL MOTOR VEHICLE FLEETS OR, IF
22 COLORADO DATA IS NOT AVAILABLE, FOR THE UNITED STATES
23 LIGHT-DUTY AND COMMERCIAL MOTOR VEHICLE FLEETS. TO THE EXTENT
24 FEASIBLE BASED ON THE DATA AVAILABLE, ANALYSIS OF COMMERCIAL
25 MOTOR VEHICLE FLEET DATA SHALL ACCOUNT SEPARATELY FOR
26 DIFFERENT CATEGORIES OR WEIGHT CLASSES OF COMMERCIAL MOTOR
27 VEHICLES.

1 (a.9) AS USED IN THIS SUBSECTION (25), UNLESS THE CONTEXT
2 OTHERWISE REQUIRES:

3 (I) "BATTERY ELECTRIC MOTOR VEHICLE" MEANS A MOTOR
4 VEHICLE THAT IS POWERED EXCLUSIVELY BY A RECHARGEABLE BATTERY
5 PACK THAT CAN BE RECHARGED BY BEING PLUGGED INTO AN EXTERNAL
6 SOURCE OF ELECTRICITY AND THAT HAS NO SECONDARY SOURCE OF
7 PROPULSION.

8 (II) "COMMERCIAL ELECTRIC MOTOR VEHICLE" MEANS AN
9 ELECTRIC MOTOR VEHICLE THAT IS A COMMERCIAL VEHICLE.

10 (III) "ELECTRIC MOTOR VEHICLE" MEANS A BATTERY ELECTRIC
11 MOTOR VEHICLE AND A PLUG-IN HYBRID ELECTRIC MOTOR VEHICLE.

12 (IV) "INFLATION" MEANS THE AVERAGE ANNUAL PERCENTAGE
13 CHANGE IN THE UNITED STATES DEPARTMENT OF TRANSPORTATION,
14 FEDERAL HIGHWAY ADMINISTRATION, NATIONAL HIGHWAY CONSTRUCTION
15 COST INDEX OR ITS APPLICABLE PREDECESSOR OR SUCCESSOR INDEX FOR
16 THE FIVE-YEAR PERIOD ENDING ON THE LAST DECEMBER 31 BEFORE A
17 STATE FISCAL YEAR FOR WHICH AN ANNUAL INFLATION ADJUSTMENT TO
18 THE AMOUNT OF ANY FEE IMPOSED PURSUANT TO THIS SUBSECTION (25) IS
19 TO BE MADE BEGINS.

20 (V) "PLUG-IN HYBRID ELECTRIC MOTOR VEHICLE" MEANS A MOTOR
21 VEHICLE THAT IS POWERED BY BOTH A RECHARGEABLE BATTERY PACK
22 THAT CAN BE RECHARGED BY BEING PLUGGED INTO AN EXTERNAL SOURCE
23 OF ELECTRICITY AND A SECONDARY SOURCE OF PROPULSION SUCH AS AN
24 INTERNAL COMBUSTION ENGINE.

25 (b) The department of revenue shall create an electric vehicle
26 decal, which an authorized agent shall give to each person who pays the
27 ~~fee~~ FEES charged under ~~subsection (25)(a)~~ SUBSECTIONS (25)(a), (25)(a.5),

1 AND (25)(a.7) of this section. The decal must be attached to the upper
2 right-hand corner of the front windshield on the motor vehicle for which
3 it was issued. If there is a change of vehicle ownership, the decal is
4 transferable to the new owner.

5 **SECTION 27.** In Colorado Revised Statutes, 42-4-307, **add** (16)
6 as follows:

7 **42-4-307. Powers and duties of the department of public**
8 **health and environment - division of administration - automobile**
9 **inspection and readjustment program - basic emissions program -**
10 **enhanced emissions program - clean screen program.** (16) PRIOR TO
11 JULY 1, 2022, THE DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT
12 SHALL SEEK APPROVAL FROM THE ENVIRONMENTAL PROTECTION AGENCY
13 TO MODIFY THE STATE IMPLEMENTATION PLAN TO EXPAND THE TESTING
14 EXEMPTION FOR NEW VEHICLES TO TEN MODEL YEARS. IF THE
15 ENVIRONMENTAL PROTECTION AGENCY APPROVES THE REQUEST, THE
16 COMMISSION SHALL ADOPT A RULE EXPANDING THE TESTING EXEMPTION
17 FOR NEW VEHICLES TO TEN MODEL YEARS WITHIN TWELVE MONTHS
18 FOLLOWING THE APPROVAL. IN ADDITION, THE DEPARTMENT OF PUBLIC
19 HEALTH AND ENVIRONMENT SHALL SEEK APPROVAL FROM THE
20 ENVIRONMENTAL PROTECTION AGENCY TO EXPAND THE TESTING
21 EXEMPTION FOR PLUG-IN HYBRID ELECTRIC MOTOR VEHICLES TO TWELVE
22 MODEL YEARS.

23 **SECTION 28.** In Colorado Revised Statutes, 43-1-117, **add** (4)
24 as follows:

25 **43-1-117. Transportation development division - created -**
26 **duties - freight mobility and safety branch.** (4) THE FREIGHT MOBILITY
27 AND SAFETY BRANCH IS CREATED IN THE TRANSPORTATION DEVELOPMENT

1 DIVISION. THE FUNCTION OF THE FREIGHT MOBILITY AND SAFETY BRANCH
2 IS TO PLAN, DESIGN, AND IMPLEMENT PROGRAMS AND PROJECTS THAT
3 ENHANCE FREIGHT MOBILITY AND SAFETY WITHIN THE STATE. NO LATER
4 THAN JANUARY 1, 2022, THE FREIGHT MOBILITY AND SAFETY BRANCH
5 SHALL PROVIDE TO THE COMMISSION A LONG-TERM STRATEGIC PLAN THAT
6 SETS FORTH THE VISION AND GOALS FOR THE BRANCH, KEY PRIORITIES FOR
7 ALL FREIGHT-RELATED PROGRAMS, ACTIVITIES, AND PROJECTS, AND
8 GUIDELINES FOR COORDINATION BETWEEN THE BRANCH AND THE FREIGHT
9 ADVISORY COMMITTEE.

10 **SECTION 29.** In Colorado Revised Statutes, **add** 43-1-128,
11 43-1-129, and 43-1-130 as follows:

12 **43-1-128. Environmental impacts of capacity projects -**
13 **additional requirements - legislative declaration - definitions.** (1) THE
14 GENERAL ASSEMBLY HEREBY FINDS AND DECLARES THAT:

15 (a) TRANSPORTATION CAPACITY PROJECTS THAT ARE INTENDED TO
16 ALLEVIATE TRAFFIC CONGESTION, ADDRESS MOBILITY, AND IMPROVE
17 TRAVEL TIME RELIABILITY BY INCREASING THE CAPACITY OF HIGHWAYS IN
18 MAJOR TRANSPORTATION CORRIDORS CAN CAUSE ADVERSE
19 ENVIRONMENTAL IMPACTS, INCLUDING BUT NOT LIMITED TO INCREMENTAL
20 ACCELERATION OF CLIMATE CHANGE, AND ADVERSE HEALTH IMPACTS;

21 (b) THESE IMPACTS FALL MOST HEAVILY ON COMMUNITIES
22 ADJACENT TO PROJECTS, INCLUDING DISPROPORTIONATELY IMPACTED
23 COMMUNITIES;

24 (c) TO MINIMIZE THE ADVERSE ENVIRONMENTAL AND HEALTH
25 IMPACTS OF PLANNED TRANSPORTATION CAPACITY PROJECTS AND
26 ADDRESS INEQUITABLE DISTRIBUTION OF THE BURDENS OF SUCH PROJECTS,
27 IT IS NECESSARY, APPROPRIATE, AND IN THE BEST INTERESTS OF THE STATE

1 AND ALL COLORADANS TO REQUIRE THE DEPARTMENT AND
2 METROPOLITAN PLANNING ORGANIZATIONS, WHICH ARE THE STATE'S
3 PRIMARY TRANSPORTATION PLANNING ENTITIES WITH RESPONSIBILITY FOR
4 SELECTING AND FUNDING TRANSPORTATION CAPACITY PROJECTS, TO
5 ENGAGE IN AN ENHANCED LEVEL OF PLANNING, MODELING AND OTHER
6 ANALYSIS, COMMUNITY ENGAGEMENT, AND MONITORING WITH RESPECT
7 TO SUCH PROJECTS AS REQUIRED BY THIS SECTION; AND

8 (d) THE REQUIREMENTS OF THIS SECTION ARE IN ADDITION TO AND
9 SHALL TO THE EXTENT PRACTICABLE BE EXECUTED CONCURRENTLY WITH,
10 AND DO NOT SUPPLANT, ANY OTHER REQUIREMENTS OR PROCESSES,
11 INCLUDING FEDERAL SAFETY AND STATE OF GOOD REPAIR REQUIREMENTS,
12 FOR TRANSPORTATION PLANNING, PROJECT PRIORITIZATION, PUBLIC
13 OUTREACH, PROJECT IMPLEMENTATION, OR TRANSPARENCY AND
14 ACCOUNTABILITY THAT ARE ESTABLISHED BY LAW, RULE, OR COMMISSION
15 OR DEPARTMENT POLICY.

16 (2) AS USED IN THIS SECTION, UNLESS THE CONTEXT OTHERWISE
17 REQUIRES:

18 (a) "AIR POLLUTANT" HAS THE SAME MEANING AS SET FORTH IN
19 SECTION 25-7-103 (1.5).

20 (b) "CRITERIA POLLUTANT" MEANS CARBON MONOXIDE,
21 GROUND-LEVEL OZONE, LEAD, NITROGEN DIOXIDE, PARTICULATE MATTER,
22 AND SULFUR DIOXIDE.

23 (c) (I) "DISPROPORTIONATELY IMPACTED COMMUNITY" MEANS A
24 COMMUNITY THAT IS IN A CENSUS BLOCK GROUP, AS DETERMINED IN
25 ACCORDANCE WITH THE MOST RECENT UNITED STATES DECENNIAL
26 CENSUS, WHERE THE PROPORTION OF HOUSEHOLDS THAT ARE LOW INCOME
27 IS GREATER THAN FORTY PERCENT, THE PROPORTION OF HOUSEHOLDS

1 THAT IDENTIFY AS MINORITY IS GREATER THAN FORTY PERCENT, OR THE
2 PROPORTION OF HOUSEHOLDS THAT ARE HOUSING COST-BURDENED IS
3 GREATER THAN FORTY PERCENT.

4 (II) AS USED IN THIS SUBSECTION (2)(c):

5 (A) "COST-BURDENED" MEANS A HOUSEHOLD THAT SPENDS MORE
6 THAN THIRTY PERCENT OF ITS INCOME ON HOUSING.

7 (B) "LOW INCOME" MEANS THE MEDIAN HOUSEHOLD INCOME IS
8 LESS THAN OR EQUAL TO TWO HUNDRED PERCENT OF THE FEDERAL
9 POVERTY GUIDELINE.

10 (d) "GREENHOUSE GAS POLLUTANTS" MEANS ANTHROPOGENIC
11 EMISSIONS OF CARBON DIOXIDE, METHANE, NITROUS OXIDE,
12 HYDROFLUOROCARBONS, PERFLUOROCARBONS, NITROGEN TRIFLUORIDE,
13 AND SULFUR HEXAFLUORIDE.

14 (e) "STATEWIDE GREENHOUSE GAS POLLUTION" HAS THE SAME
15 MEANING AS SET FORTH IN SECTION 25-7-103 (22.5).

16 (3) EFFECTIVE AS OF JULY 1, 2022, THE DEPARTMENT SHALL
17 ESTABLISH AND PROPOSE TO THE COMMISSION FOR ITS REVIEW
18 IMPLEMENTING PROCEDURES AND GUIDELINES THAT REQUIRE THE
19 DEPARTMENT AND METROPOLITAN PLANNING ORGANIZATIONS TO TAKE
20 ADDITIONAL STEPS IN THE PLANNING PROCESS FOR REGIONALLY
21 SIGNIFICANT TRANSPORTATION CAPACITY PROJECTS TO ACCOUNT FOR THE
22 IMPACTS ON THE AMOUNT OF STATEWIDE GREENHOUSE GAS POLLUTION
23 AND STATEWIDE VEHICLE MILES TRAVELED THAT ARE EXPECTED TO
24 RESULT FROM SUCH PROJECTS. SUCH GUIDELINES AND PROCEDURES SHALL
25 APPLY TO ADOPTION OF THE NEXT TEN-YEAR PLAN AND SUBSEQUENT
26 PLANNING CYCLES AND SHALL FULLY EVALUATE THE POTENTIAL
27 ENVIRONMENTAL AND HEALTH IMPACTS ON DISPROPORTIONATELY

1 IMPACTED COMMUNITIES. THE COMMISSION SHALL, WITH SUCH
2 MODIFICATIONS AS THE COMMISSION MAY MAKE SUBJECT TO THE
3 REQUIREMENTS OF THIS SECTION AND WITH OPPORTUNITIES FOR PUBLIC
4 INVOLVEMENT, ADOPT THE PROCEDURES AND GUIDELINES. AT A MINIMUM,
5 BOTH THE PROPOSED AND ADOPTED PROCEDURES AND GUIDELINES MUST
6 REQUIRE THE DEPARTMENT AND METROPOLITAN PLANNING
7 ORGANIZATIONS TO:

8 (a) IMPLEMENT RELEVANT RULES AND REGULATIONS ISSUED
9 PURSUANT TO SECTION 25-7-105;

10 (b) OTHERWISE REDUCE GREENHOUSE GAS EMISSIONS TO HELP
11 ACHIEVE THE STATEWIDE GREENHOUSE GAS POLLUTION REDUCTION
12 TARGETS ESTABLISHED IN SECTION 25-7-102 (2)(g);

13 (c) MODIFY THEIR GUIDANCE DOCUMENTS TO ENSURE THAT AT
14 LEAST THE SAME LEVEL OF ANALYTICAL SCRUTINY IS GIVEN TO
15 GREENHOUSE GAS POLLUTANTS AS IS GIVEN TO OTHER AIR POLLUTANTS OF
16 CONCERN IN THE STATE INCLUDING CONSIDERATION OF THE IMPACT ON
17 EMISSIONS OF GREENHOUSE GAS POLLUTANTS OF INDUCED DEMAND
18 RESULTING FROM REGIONALLY SIGNIFICANT TRANSPORTATION CAPACITY
19 PROJECTS ALONGSIDE TRAFFIC MODELING; AND

20 (d) CONSIDER THE ROLE OF LAND USE IN THE TRANSPORTATION
21 PLANNING PROCESS AND DEVELOP STRATEGIES TO ENCOURAGE LAND USE
22 DECISIONS THAT REDUCE VEHICLE MILES TRAVELED AND GREENHOUSE GAS
23 EMISSIONS.

24 (4) IF A PLANNED TRANSPORTATION CAPACITY PROJECT IS A
25 REGIONALLY SIGNIFICANT PROJECT, AS DETERMINED BY THE DEPARTMENT
26 WITH CONSIDERATION GIVEN TO FEDERAL LAW OR REGULATIONS THAT
27 DEFINE OR DESCRIBE SUCH PROJECTS, THE DEPARTMENT SHALL, THROUGH

1 ITS ENVIRONMENTAL STUDY PROCESS:

2 (a) USE ENVIRONMENTAL PROTECTION AGENCY APPROVED MODELS
3 TO DETERMINE AIR POLLUTANT EMISSIONS IMPACTS FOR THE PLANNED
4 PROJECT AND PROVIDE MONITORING AND MEASUREMENT OF CRITERIA
5 POLLUTANTS PRIOR TO CONSTRUCTION;

6 (b) DEVELOP AND IMPLEMENT A PARTICULATE MATTER
7 CONSTRUCTION PLAN TO PROVIDE CONTINUOUS MONITORING AND
8 TRANSPARENT PUBLIC REPORTING OF CONCENTRATIONS, PUBLIC ALERTS
9 ISSUED AS SOON AS POSSIBLE WHEN EXCEEDANCE EVENTS OCCUR, AND
10 ACTION PLANS TO ADDRESS EMISSION LEVELS ON CONSTRUCTION PROJECTS
11 PRIOR TO EXCEEDANCES WITH PARTICULAR FOCUS ON
12 DISPROPORTIONATELY IMPACTED COMMUNITIES; AND

13 (c) DEVELOP AND IMPLEMENT A PLAN TO MITIGATE AIR QUALITY
14 IMPACTS ON COMMUNITIES, INCLUDING BUT NOT LIMITED TO
15 DISPROPORTIONATELY IMPACTED COMMUNITIES ADJACENT TO THE
16 PROJECT, WITH PARTICULAR FOCUS WHERE FEASIBLE ON MITIGATION OF
17 FINE PARTICULATE MATTER POLLUTION.

18 (5) WITH THE EXCEPTION OF THE INTERSTATE HIGHWAY 270
19 CORRIDOR IMPROVEMENT PROJECT, THE REQUIREMENTS OF SUBSECTIONS
20 (4)(a) AND (4)(c) OF THIS SECTION DO NOT APPLY TO ANY PROJECTS THAT
21 HAVE, ON OR BEFORE JULY 1, 2022, A SIGNED RECORD OF DECISION,
22 FINDING OF NO SIGNIFICANT IMPACT, OR CATEGORICAL EXCLUSIONS AS
23 PROVIDED BY THE NATIONAL ENVIRONMENTAL POLICY ACT.

24 (6) TO PROMOTE TRANSPARENCY AND INCREASE BOTH PUBLIC
25 PARTICIPATION AND PUBLIC CONFIDENCE IN REGIONALLY SIGNIFICANT
26 TRANSPORTATION CAPACITY PROJECT SELECTION, PLANNING, AND
27 IMPLEMENTATION IN COMMUNITIES, INCLUDING BUT NOT LIMITED TO

1 DISPROPORTIONATELY IMPACTED COMMUNITIES, THE DEPARTMENT SHALL,
2 WITH OPPORTUNITY FOR PUBLIC INPUT, REVIEW, UPDATE, AND IMPROVE AS
3 NECESSARY ITS PUBLIC ENGAGEMENT PROGRAM FOR PLANNED
4 TRANSPORTATION CAPACITY PROJECTS. IN DOING SO, THE DEPARTMENT
5 SHALL CREATE DIVERSE AND IMPACTFUL WAYS TO GATHER INPUT FROM
6 COMMUNITIES ACROSS THE STATE BY COMMUNICATING IN MULTIPLE
7 LANGUAGES AND MULTIPLE FORMATS AND TRANSPARENTLY SHARING
8 READILY UNDERSTANDABLE INFORMATION ABOUT POTENTIAL ADVERSE
9 IMPACTS, INCLUDING BUT NOT LIMITED TO ENVIRONMENTAL AND HEALTH
10 IMPACTS, OF POTENTIAL TRANSPORTATION CAPACITY PROJECTS.

11 **43-1-129. Road usage charge study - repeal.** (1) THE
12 DEPARTMENT SHALL STUDY THE FEASIBILITY OF IMPLEMENTING A ROAD
13 USAGE CHARGE PROGRAM IN THE STATE. THE STUDY MUST, AT A MINIMUM:

14 (a) IDENTIFY AND ANALYZE THE IMPLEMENTATION OF ROAD USAGE
15 CHARGE PROGRAMS IN OTHER STATES;

16 (b) IDENTIFY AND ASSESS AVAILABLE AND DEVELOPING
17 TECHNOLOGY FOR TRACKING MILEAGE AND COLLECTING ROAD USAGE
18 CHARGES;

19 (c) IDENTIFY BARRIERS TO IMPLEMENTING A ROAD USAGE CHARGE
20 PROGRAM AND IDENTIFY AND ASSESS OPTIONS FOR OVERCOMING THOSE
21 BARRIERS; AND

22 (d) IDENTIFY WAYS IN WHICH THE STATE CAN CONSULT OR
23 COORDINATE WITH OTHER STATES THAT HAVE ROAD USAGE CHARGE
24 PROGRAMS AND WITH REGIONAL GROUPS THAT HAVE ROAD USAGE CHARGE
25 PROGRAM INFORMATION AND EXPERTISE TO LEVERAGE THEIR EXPERIENCE
26 AND EXPERTISE AND ENSURE THAT ANY ROAD USAGE CHARGE PROGRAM
27 TO BE IMPLEMENTED IN THE STATE IS IMPLEMENTED IN ACCORDANCE WITH

1 IDENTIFIED AND ESTABLISHED BEST PRACTICES.

2 (2) THE DEPARTMENT SHALL PRESENT THE REPORT TO THE
3 TRANSPORTATION LEGISLATION REVIEW COMMITTEE CREATED IN SECTION
4 43-2-145 (1) DURING THE 2023 LEGISLATIVE INTERIM.

5 (3) THIS SECTION IS REPEALED, EFFECTIVE JULY 1, 2024.

6 **43-1-130. Autonomous motor vehicles study - repeal.** (1) THE
7 DEPARTMENT SHALL STUDY ISSUES RELATING TO THE DEVELOPMENT AND
8 ADOPTION OF AUTONOMOUS MOTOR VEHICLES. THE STUDY MUST, AT A
9 MINIMUM:

10 (a) SUMMARIZE THE CURRENT STATUS OF AUTONOMOUS MOTOR
11 VEHICLE TECHNOLOGY AND THE EXTENT OF THE USE OF SUCH
12 TECHNOLOGY IN COMMERCIAL AND GOVERNMENT MOTOR VEHICLE FLEETS
13 AND PERSONAL MOTOR VEHICLES;

14 (b) PROVIDE AN ESTIMATED TIMELINE FOR FUTURE
15 ADVANCEMENTS IN AUTONOMOUS MOTOR VEHICLE TECHNOLOGY, IN
16 PARTICULAR ADVANCEMENTS THAT ENABLE MOTOR VEHICLE AUTOMATION
17 TO ATTAIN HIGHER LEVELS IN THE MOTOR VEHICLE CLASSIFICATION
18 SYSTEM ADOPTED BY THE UNITED STATES DEPARTMENT OF
19 TRANSPORTATION, AND THE ADOPTION OF SUCH ADVANCEMENTS FOR USE
20 IN COMMERCIAL AND GOVERNMENT MOTOR VEHICLE FLEETS AND
21 PERSONAL MOTOR VEHICLES;

22 (c) SUMMARIZE THE ANTICIPATED SAFETY BENEFITS, INCLUDING
23 BENEFITS TO TRANSPORTATION SYSTEMS ASSOCIATED WITH THE
24 TRANSITION TO AUTOMATED COMMERCIAL AND GOVERNMENT MOTOR
25 VEHICLE FLEETS AND PERSONAL MOTOR VEHICLES, AND SAFETY RISKS,
26 INCLUDING CYBERSECURITY RISKS, OF AUTONOMOUS MOTOR VEHICLES;

27 (d) IDENTIFY ANY MODIFICATIONS OR ADDITIONS THAT EXISTING

1 STATE TRANSPORTATION INFRASTRUCTURE MAY NEED TO ENABLE THE USE
2 OF AUTONOMOUS MOTOR VEHICLES, THE TIMELINE FOR MAKING SUCH
3 MODIFICATIONS OR ADDITIONS, AND THE ANTICIPATED COST OF MAKING
4 SUCH MODIFICATIONS OR ADDITIONS; AND

5 (e) IDENTIFY AND SUMMARIZE LEGAL ISSUES RELATING TO THE USE
6 OF AUTONOMOUS MOTOR VEHICLES.

7 (2) THE DEPARTMENT SHALL PRESENT THE REPORT TO THE
8 TRANSPORTATION LEGISLATION REVIEW COMMITTEE CREATED IN SECTION
9 43-2-145 (1) DURING THE 2025 LEGISLATIVE INTERIM.

10 (3) THIS SECTION IS REPEALED, EFFECTIVE JULY 1, 2026.

11 **SECTION 30.** In Colorado Revised Statutes, **amend** 43-1-219 as
12 follows:

13 **43-1-219. Funds created.** There are hereby created two separate
14 funds, one to be known as the state highway fund and the other to be
15 known as the state highway supplementary fund. All ~~moneys~~ MONEY paid
16 into either of ~~said~~ THE funds shall be available immediately, without
17 further appropriation, for the purposes of ~~such~~ THE fund as provided by
18 law. MONEY TRANSFERRED TO THE STATE HIGHWAY FUND PURSUANT TO
19 SECTION 24-75-219 (7)(c) AND (7)(f) AND ANY INTEREST AND INCOME
20 DERIVED FROM THE DEPOSIT AND INVESTMENT OF SUCH MONEY MAY BE
21 EXPENDED FOR MULTIMODAL PROJECTS, AS DEFINED IN SECTION 43-4-1102
22 (5). Any sums paid into the state treasury, which by law belong to the
23 state highway fund or to the state highway supplementary fund, shall be
24 immediately placed by the state treasurer to the credit of the appropriate
25 fund. Upon request of the commission or of the chief engineer, it is the
26 duty of the state treasurer to report to the commission or to the chief
27 engineer the amount of money on hand in each of ~~said~~ THE two funds and

1 the amounts derived from each source from which each such fund is
2 accumulated. All accounts and expenditures from each of ~~said~~ THE two
3 funds shall be certified by the chief engineer and paid by the state
4 treasurer upon warrants drawn by the controller. The controller is
5 authorized as directed to draw warrants payable out of the specified fund
6 upon such vouchers properly certified and audited. Nothing in this part 2
7 shall operate to alter the manner of the execution and issuance of
8 transportation revenue anticipation notes provided in part 7 of article 4 of
9 this ~~title~~ TITLE 43.

10 **SECTION 31.** In Colorado Revised Statutes, 43-4-203, **amend**
11 (1) introductory portion; and **add** (1)(f) and (1)(g) as follows:

12 **43-4-203. Sources of revenue.** (1) All net revenue from the
13 following sources shall be paid into and credited to the highway users tax
14 fund as soon as IT IS received:

15 (f) FROM THE IMPOSITION OF ELECTRIC MOTOR VEHICLE ROAD
16 USAGE EQUALIZATION FEES PURSUANT TO SECTION 42-3-304 (25)(a.5);
17 AND

18 (g) FROM THE IMPOSITION OF ROAD USAGE FEES PURSUANT TO
19 SECTION 43-4-217 (3) AND (4).

20 **SECTION 32.** In Colorado Revised Statutes, 43-4-205, **amend**
21 (6) introductory portion and (6)(b) introductory portion; and **add** (6.8)
22 and (6.9) as follows:

23 **43-4-205. Allocation of fund.** (6) ~~Revenues~~ REVENUE raised by
24 the excise tax imposed on gasoline and special fuel pursuant to sections
25 39-27-102 and 39-27-102.5 ~~C.R.S.~~, in excess of seven cents per gallon of
26 tax shall be placed in the highway users tax fund to be allocated as
27 follows; except that ~~revenues~~ REVENUE raised by the excise tax imposed

1 on gasoline in excess of eighteen cents per gallon of tax shall be allocated
2 according to ~~the provisions of paragraph (b) of this subsection (6)~~
3 SUBSECTION (6)(b) OF THIS SECTION:

4 (b) The remaining balance of such revenue may be expended only
5 for improvements to highways within the state, including new
6 construction, safety improvements, maintenance, and capacity
7 improvements, and for other transportation-related projects to the extent
8 authorized by SUBSECTION (6.8) OF THIS SECTION AND sections 43-4-206
9 (3), 43-4-207 (1), and 43-4-208 (1), and may not be expended for
10 administrative purposes. Such revenue is allocated as follows:

11 (6.8) (a) REVENUE FROM THE ELECTRIC MOTOR VEHICLE FEE, THE
12 ELECTRIC MOTOR VEHICLE ROAD USAGE EQUALIZATION FEE, AND THE
13 COMMERCIAL ELECTRIC MOTOR VEHICLE FEE IMPOSED PURSUANT TO
14 SECTION 42-3-304 (25) THAT IS CREDITED TO THE HIGHWAY USERS TAX
15 FUND AS REQUIRED BY SECTION 42-3-304 (25)(a), (25)(a.5), AND (25)(a.7)
16 AND REVENUE FROM THE ROAD USAGE FEES IMPOSED PURSUANT TO
17 SECTION 43-4-217 (3) AND (4) THAT IS CREDITED TO THE HIGHWAY USERS
18 TAX FUND AS REQUIRED BY SECTION 43-4-217 (8) MUST BE ALLOCATED
19 AND EXPENDED IN ACCORDANCE WITH THE FORMULA SPECIFIED IN
20 SUBSECTION (6)(b) OF THIS SECTION.

21 (b) (I) REVENUE FROM THE RETAIL DELIVERY FEE IMPOSED
22 PURSUANT TO SECTION 43-4-218 (3) THAT IS CREDITED TO THE HIGHWAY
23 USERS TAX FUND AS REQUIRED BY SECTION 43-4-218 (5)(a)(I) MUST BE
24 ALLOCATED AND EXPENDED AS FOLLOWS:

25 (A) FORTY PERCENT MUST BE PAID TO THE STATE HIGHWAY FUND
26 AND EXPENDED AS PROVIDED IN SECTION 43-4-206;

27 (B) THIRTY-THREE PERCENT MUST BE PAID TO THE COUNTY

1 TREASURERS OF THE RESPECTIVE COUNTIES, SUBJECT TO ANNUAL
2 APPROPRIATION BY THE GENERAL ASSEMBLY, AND ALLOCATED AND
3 EXPENDED AS PROVIDED IN SECTION 43-4-207; AND

4 (C) TWENTY-SEVEN PERCENT MUST BE PAID TO THE CITIES AND
5 INCORPORATED TOWNS, SUBJECT TO ANNUAL APPROPRIATION BY THE
6 GENERAL ASSEMBLY, AND MUST BE ALLOCATED AND EXPENDED AS
7 PROVIDED IN SECTION 43-4-208 (2)(b) AND (6)(a).

8 (II) REVENUE FROM THE RETAIL DELIVERY FEE MAY BE EXPENDED
9 FOR THE PURPOSES SPECIFIED IN SUBSECTION (6)(b) OF THIS SECTION AND
10 MAY ALSO BE EXPENDED FOR TRANSIT-RELATED PROJECTS NEEDED TO
11 INTEGRATE DIFFERENT TRANSPORTATION MODES WITHIN A MULTIMODAL
12 TRANSPORTATION SYSTEM.

13 (c) MONEY TRANSFERRED FROM THE GENERAL FUND TO THE
14 HIGHWAY USERS TAX FUND PURSUANT TO SECTION 24-75-219 (7)(a)(III)
15 MUST BE ALLOCATED AND EXPENDED AS FOLLOWS:

16 (I) FIFTY-FIVE PERCENT MUST BE PAID TO THE COUNTY
17 TREASURERS OF THE RESPECTIVE COUNTIES, SUBJECT TO ANNUAL
18 APPROPRIATION BY THE GENERAL ASSEMBLY, AND ALLOCATED AND
19 EXPENDED AS PROVIDED IN SECTION 43-4-207;

20 (II) FORTY-FIVE PERCENT MUST BE PAID TO THE CITIES AND
21 INCORPORATED TOWNS, SUBJECT TO ANNUAL APPROPRIATION BY THE
22 GENERAL ASSEMBLY, AND MUST BE ALLOCATED AND EXPENDED AS
23 PROVIDED IN SECTION 43-4-208 (2)(b) AND (6)(a).

24 **SECTION 33.** In Colorado Revised Statutes, 43-4-206, **amend**
25 (2)(b) introductory portion, (2)(b)(III), and (2)(b)(IV) as follows:

26 **43-4-206. State allocation.** (2) (b) Notwithstanding section
27 24-1-136 (11)(a)(I), beginning in 1998, the department of transportation

1 shall report annually to the transportation committee of the senate and the
2 transportation and energy committee of the house of representatives
3 concerning the revenue expended by the department pursuant to
4 subsection (2)(a) of this section and, beginning in 2019, ~~any state general~~
5 ~~fund money that is credited to the state highway fund pursuant to section~~
6 ~~24-75-219 (5) and any net proceeds of lease-purchase agreements~~
7 ~~executed as required by section 24-82-1303 (2)(a) that are credited to the~~
8 ~~state highway fund pursuant to section 24-82-1303 (4)(b) and expended~~
9 ~~by the department pursuant to subsection (1)(b)(V) of this section. and~~
10 ~~any net proceeds of transportation revenue anticipation notes issued as~~
11 ~~authorized by a ballot issue submitted to and approved by the registered~~
12 ~~electors of the state at the 2020 statewide election pursuant to section~~
13 ~~43-4-705 (13)(b) that are credited to the state highway fund pursuant to~~
14 ~~this section.~~ The department shall present the report at the joint meeting
15 required under section 43-1-113 (9)(a), and the report shall describe for
16 each fiscal year, if applicable:

17 (III) The projected amounts of revenue and net proceeds that the
18 department expects to receive under this subsection (2) ~~section 24-75-219~~
19 ~~(5); AND section 24-82-1303 (4)(b) and section 43-4-714 (1)(a)~~ during the
20 fiscal year;

21 (IV) The amount of revenue and net proceeds that the department
22 has already received under this subsection (2) ~~section 24-75-219 (5); AND~~
23 ~~section 24-82-1303 (4)(b) and section 43-4-714 (1)(a)~~ during the fiscal
24 year; and

25 **SECTION 34.** In Colorado Revised Statutes, **add** 43-4-217 and
26 43-4-218 as follows:

27 **43-4-217. Additional funding - road usage fees - legislative**

1 **declaration - definition.** (1) THE GENERAL ASSEMBLY HEREBY FINDS
2 AND DECLARES THAT:

3 (a) STATE MOTOR FUEL EXCISE TAXES LEVIED ON THE PURCHASE
4 OF MOTOR FUELS REPRESENT THE LARGEST SOURCE OF STATE FUNDING FOR
5 THE CONSTRUCTION, MAINTENANCE, AND SUPERVISION OF THE HIGHWAYS,
6 ROADS, AND STREETS OF THE STATE;

7 (b) THE AMOUNT OF MOTOR FUEL TAXES PAID FOR MOTOR FUEL
8 USED TO PROPEL A MOTOR VEHICLE BEARS A REASONABLE RELATIONSHIP
9 TO THE VEHICLE'S USE OF AND IMPACT ON THE HIGHWAYS, ROADS, AND
10 STREETS OF THE STATE BECAUSE THE AMOUNT OF MOTOR FUEL USED BY A
11 VEHICLE IS IN LARGE PART A FUNCTION OF THE AMOUNT OF MILES
12 TRAVELED BY THE VEHICLE AND THE WEIGHT OF THE VEHICLE;

13 (c) MOTOR FUEL TAX RATES HAVE NOT BEEN INCREASED IN OVER
14 TWENTY-FIVE YEARS, AND MOTOR FUEL TAX REVENUE HAS NOT KEPT PACE
15 AND WILL NOT KEEP PACE WITH INFLATION OR THE INCREASED
16 TRANSPORTATION INFRASTRUCTURE DEMANDS OF THE GROWING
17 POPULATION OF THE STATE BECAUSE:

18 (I) THE AMOUNT OF MOTOR FUEL TAX PAID DOES NOT DEPEND ON
19 THE PRICE OF MOTOR FUEL AND THEREFORE DOES NOT INCREASE WHEN
20 MOTOR FUEL PRICES INCREASE BUT INSTEAD DEPENDS ON THE QUANTITY
21 OF MOTOR FUEL PURCHASED, WHICH FOR MOST DRIVERS DOES NOT
22 INCREASE OVER TIME; AND

23 (II) MOTOR VEHICLES HAVE BECOME MORE FUEL-EFFICIENT OVER
24 TIME;

25 (d) IT IS NECESSARY, APPROPRIATE, AND IN THE BEST INTEREST OF
26 THE STATE TO MITIGATE THE DECLINING PURCHASING POWER OF MOTOR
27 FUEL EXCISE TAXES BY COLLECTING A ROAD USAGE FEE FROM PERSONS

1 WHO USE THE TRANSPORTATION SYSTEM TO TRAVEL BY MOTOR VEHICLE,
2 BASING THE AMOUNT OF THE FEE ON REASONABLE ESTIMATES OF FEE
3 PAYERS' USAGE OF AND IMPACT ON THE SYSTEM, AND USING FEE REVENUE
4 SOLELY FOR THE CONSTRUCTION, MAINTENANCE, AND SUPERVISION OF THE
5 HIGHWAYS OF THE STATE;

6 (e) BECAUSE MOTOR FUEL CONSUMPTION IS REASONABLY RELATED
7 TO USE OF AND IMPACT ON THE TRANSPORTATION SYSTEM, IT IS FAIR TO
8 FEE PAYERS, REASONABLE, AND APPROPRIATE TO CALCULATE THE
9 AMOUNT OF THE ROAD USE FEE BASED ON THEIR MOTOR FUEL
10 CONSUMPTION;

11 (f) IT IS ALSO FAIR TO FEE PAYERS, REASONABLE, AND
12 APPROPRIATE TO STREAMLINE FEE COLLECTION BY COLLECTING THE ROAD
13 USE FEE FROM DISTRIBUTORS OF MOTOR FUELS WHEN MOTOR FUEL TAXES
14 ARE COLLECTED BECAUSE THE AMOUNT OF THE FEE WILL BE
15 INCORPORATED INTO THE RETAIL PRICE OF MOTOR FUEL AND THEREFORE
16 PASSED ON TO USERS OF THE TRANSPORTATION SYSTEM IN PRECISE
17 PROPORTION TO THEIR CONSUMPTION OF MOTOR FUEL AND IN REASONABLE
18 RELATION TO THEIR USE OF AND IMPACT ON THE TRANSPORTATION
19 SYSTEM; AND

20 (g) IN ACCORDANCE WITH NUMEROUS COLORADO JUDICIAL
21 PRECEDENTS, THE ROAD USAGE FEE AND THE BRIDGE AND TUNNEL IMPACT
22 FEE IMPOSED AS AUTHORIZED BY SECTION 43-4-805 (5)(g.5) AND
23 COLLECTED BY THE DEPARTMENT OF REVENUE ON BEHALF OF THE
24 STATEWIDE BRIDGE AND TUNNEL ENTERPRISE PURSUANT TO THIS SECTION
25 ARE FEES AND ARE NOT TAXES BECAUSE:

26 (I) THE FEES ARE IMPOSED NOT TO RAISE REVENUE FOR GENERAL
27 GOVERNMENTAL PURPOSES BUT INSTEAD ARE IMPOSED FOR THE SOLE

1 PURPOSE OF FUNDING THE CONSTRUCTION, MAINTENANCE, AND
2 SUPERVISION OF THE TRANSPORTATION SYSTEM, WITH A PRIORITY PLACED
3 ON PROJECTS THAT ARE DESIGNATED AS TEN-YEAR VISION PROJECTS ON
4 THE DEPARTMENT'S TEN-YEAR VISION PROJECT LIST;

5 (II) FEE REVENUE DEFRAYS COSTS INCURRED BY THE STATE IN
6 FUNDING CONSTRUCTION, MAINTENANCE, AND SUPERVISION OF THE
7 TRANSPORTATION SYSTEM THAT IS NECESSITATED BY INCREASED USE OF
8 THE SYSTEM BY THE FEE PAYERS WHO USE MOTOR VEHICLES ON THE
9 TRANSPORTATION SYSTEM; AND

10 (III) THE FEES ARE IMPOSED AT RATES THAT ARE REASONABLY
11 CALCULATED TO DEFRAY THE COSTS OF PROVIDING THE SERVICE, ARE
12 BASED ON THE USE AND IMPACT ON THE TRANSPORTATION SYSTEM BY FEE
13 PAYERS, AND ARE THUS PROPORTIONAL TO THE BENEFITS RECEIVED BY FEE
14 PAYERS.

15 (2) AS USED IN THIS SECTION:

16 (a) "GASOLINE" MEANS GASOLINE, AS DEFINED IN SECTION
17 39-27-101 (12), THAT IS TAXED AT THE RATE SPECIFIED IN SECTION
18 39-27-102 (1)(a)(II)(A).

19 (b) "INFLATION" MEANS THE AVERAGE ANNUAL PERCENTAGE
20 CHANGE IN THE UNITED STATES DEPARTMENT OF TRANSPORTATION,
21 FEDERAL HIGHWAY ADMINISTRATION, NATIONAL HIGHWAY CONSTRUCTION
22 COST INDEX OR ITS APPLICABLE PREDECESSOR OR SUCCESSOR INDEX FOR
23 THE FIVE-YEAR PERIOD ENDING ON THE LAST DECEMBER 31 BEFORE A
24 STATE FISCAL YEAR FOR WHICH AN ADJUSTMENT TO THE ROAD USAGE FEE
25 IMPOSED PURSUANT TO SUBSECTION (3) OR (4) OF THIS SECTION IS TO BE
26 MADE BEGINS.

27 (c) "SPECIAL FUEL" MEANS SPECIAL FUEL, AS DEFINED IN SECTION

1 39-27-101 (29), THAT IS TAXED AT THE RATE SPECIFIED IN SECTION
2 39-27-102 (1)(a)(II)(B). "SPECIAL FUEL" DOES NOT INCLUDE DIESEL FUEL
3 AND KEROSENE TO WHICH INDELIBLE DYE MEETING FEDERAL REGULATIONS
4 IS ADDED BEFORE OR UPON REMOVAL FROM A TERMINAL SO LONG AS SUCH
5 FUEL IS NOT USED FOR A TAXABLE PURPOSE AS DESCRIBED IN SECTION
6 39-27-102.5 (1.5).

7 (3) (a) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (6) OF
8 THIS SECTION, ON AND AFTER JULY 1, 2022, EACH DISTRIBUTOR OF
9 GASOLINE THAT PAYS THE EXCISE TAX IMPOSED ON GASOLINE SHALL ALSO
10 PAY, AT THE SAME TIME AND IN THE SAME MANNER AS THE EXCISE TAX, A
11 ROAD USAGE FEE IN THE AMOUNT SPECIFIED IN SUBSECTION (3)(b)(I) OF
12 THIS SECTION OR ANNUALLY CALCULATED BY THE DEPARTMENT OF
13 REVENUE AS REQUIRED BY SUBSECTION (3)(b)(II) OR (3)(b)(III) OF THIS
14 SECTION.

15 (b) (I) THE AMOUNT OF THE ROAD USAGE FEE FOR EACH GALLON
16 OF GASOLINE ACQUIRED, SOLD, OFFERED FOR SALE, OR USED IN THIS STATE
17 DURING STATE FISCAL YEARS 2022-23 THROUGH 2031-32, IS:

- 18 (A) TWO CENTS PER GALLON FOR STATE FISCAL YEAR 2022-23;
- 19 (B) THREE CENTS PER GALLON FOR STATE FISCAL YEAR 2023-24;
- 20 (C) FOUR CENTS PER GALLON FOR STATE FISCAL YEAR 2024-25;
- 21 (D) FIVE CENTS PER GALLON FOR STATE FISCAL YEAR 2025-26;
- 22 (E) SIX CENTS PER GALLON FOR STATE FISCAL YEAR 2026-27;
- 23 (F) SEVEN CENTS PER GALLON FOR STATE FISCAL YEAR 2027-28;

24 AND

25 (G) EIGHT CENTS PER GALLON FOR STATE FISCAL YEARS 2028-29
26 THROUGH 2031-32.

27 (II) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (3)(b)(III)

1 OF THIS SECTION, THE AMOUNT OF THE ROAD USAGE FEE FOR EACH GALLON
2 OF GASOLINE ACQUIRED, SOLD, OFFERED FOR SALE, OR USED IN THIS STATE
3 DURING STATE FISCAL YEAR 2032-33 OR DURING ANY SUBSEQUENT STATE
4 FISCAL YEAR IS THE SUM OF:

5 (A) THE NOMINAL AMOUNT OF EIGHT CENTS ON DECEMBER 31,
6 2030, ADJUSTED FOR INFLATION; AND

7 (B) THE DIFFERENCE BETWEEN THE NOMINAL AMOUNT OF
8 TWENTY-TWO CENTS ON DECEMBER 31, 2030, ADJUSTED FOR INFLATION,
9 AND THE NOMINAL AMOUNT OF TWENTY-TWO CENTS ON DECEMBER 31,
10 2030.

11 (III) AN ADJUSTMENT FOR INFLATION SHALL BE MADE PURSUANT
12 TO SUBSECTION (3)(b)(II) OF THIS SECTION ONLY IF THE RATE OF
13 INFLATION IS POSITIVE AND MUST BE THE LESSER OF THE ACTUAL RATE OF
14 INFLATION OR FIVE PERCENT. THE DEPARTMENT OF REVENUE SHALL
15 CALCULATE THE INFLATION ADJUSTED AMOUNT OF THE ROAD USAGE FEE
16 FOR STATE FISCAL YEAR 2032-33 AND SHALL PUBLISH THE AMOUNT NO
17 LATER THAN APRIL 15, 2032.

18 (4) (a) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (6) OF
19 THIS SECTION, ON AND AFTER JULY 1, 2022, EACH DISTRIBUTOR OF SPECIAL
20 FUEL THAT PAYS THE EXCISE TAX IMPOSED ON SPECIAL FUEL SHALL ALSO
21 PAY, AT THE SAME TIME AND IN THE SAME MANNER AS THE EXCISE TAX, A
22 ROAD USAGE FEE IN THE AMOUNT SPECIFIED IN SUBSECTION (4)(b)(I) OF
23 THIS SECTION OR ANNUALLY CALCULATED BY THE DEPARTMENT OF
24 REVENUE AS REQUIRED BY SUBSECTION (4)(b)(II) OF (4)(b)(III) OF THIS
25 SECTION.

26 (b) (I) THE AMOUNT OF THE ROAD USAGE FEE FOR EACH GALLON
27 OF SPECIAL FUEL ACQUIRED, SOLD, OFFERED FOR SALE, OR USED IN THIS

1 STATE DURING STATE FISCAL YEARS 2022-23 THROUGH 2031-32 IS:
2 (A) TWO CENTS PER GALLON FOR STATE FISCAL YEAR 2022-23;
3 (B) THREE CENTS PER GALLON FOR STATE FISCAL YEAR 2023-24;
4 (C) FOUR CENTS PER GALLON FOR STATE FISCAL YEAR 2024-25;
5 (D) FIVE CENTS PER GALLON FOR STATE FISCAL YEAR 2025-26;
6 (E) SIX CENTS PER GALLON FOR STATE FISCAL YEAR 2026-27;
7 (F) SEVEN CENTS PER GALLON FOR STATE FISCAL YEAR 2027-28;
8 AND
9 (G) EIGHT CENTS PER GALLON FOR STATE FISCAL YEARS 2028-29
10 THROUGH 2031-32.

11 (II) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (4)(b)(III)
12 OF THIS SECTION, THE AMOUNT OF THE ROAD USAGE FEE FOR EACH GALLON
13 OF SPECIAL FUEL ACQUIRED, SOLD, OFFERED FOR SALE, OR USED IN THIS
14 STATE DURING STATE FISCAL YEAR 2032-33 OR DURING ANY SUBSEQUENT
15 STATE FISCAL YEAR IS THE SUM OF:

16 (A) THE NOMINAL AMOUNT OF EIGHT CENTS ON DECEMBER 31,
17 2030, ADJUSTED FOR INFLATION; AND

18 (B) THE DIFFERENCE BETWEEN THE NOMINAL AMOUNT OF TWENTY
19 AND ONE-HALF CENTS ON DECEMBER 31, 2030, ADJUSTED FOR INFLATION,
20 AND THE NOMINAL AMOUNT OF TWENTY AND ONE-HALF CENTS ON
21 DECEMBER 31, 2030.

22 (III) AN ADJUSTMENT FOR INFLATION SHALL BE MADE PURSUANT
23 TO SUBSECTION (4)(b)(II) OF THIS SECTION ONLY IF THE RATE OF
24 INFLATION IS POSITIVE AND MUST BE THE LESSER OF THE ACTUAL RATE OF
25 INFLATION OR FIVE PERCENT. THE DEPARTMENT OF REVENUE SHALL
26 CALCULATE THE INFLATION ADJUSTED AMOUNT OF THE ROAD USAGE FEE
27 FOR STATE FISCAL YEAR 2032-33 AND SHALL PUBLISH THE AMOUNT NO

1 LATER THAN APRIL 15, 2032.

2 (5) EACH DISTRIBUTOR OF SPECIAL FUEL THAT PAYS THE EXCISE
3 TAX IMPOSED ON SPECIAL FUEL SHALL ALSO PAY, AT THE SAME TIME AND
4 IN THE SAME MANNER AS THE EXCISE TAX AND THE ROAD USAGE FEE
5 IMPOSED PURSUANT TO SUBSECTIONS (3) AND (4) OF THIS SECTION, A
6 BRIDGE AND TUNNEL IMPACT FEE IN THE AMOUNT IMPOSED BY THE
7 STATEWIDE BRIDGE AND TUNNEL ENTERPRISE AS AUTHORIZED BY SECTION
8 43-4-805 (5)(g.5). THE COLLECTION AND ADMINISTRATION OF THE BRIDGE
9 AND TUNNEL IMPACT FEE BY THE DEPARTMENT OF REVENUE ON BEHALF OF
10 THE STATEWIDE BRIDGE AND TUNNEL ENTERPRISE IS DONE ON BEHALF OF
11 THE ENTERPRISE FOR THE PURPOSE OF MINIMIZING COMPLIANCE COSTS FOR
12 DISTRIBUTORS AND ADMINISTRATIVE COSTS FOR THE STATE, AND ALL
13 BRIDGE AND TUNNEL IMPACT FEE REVENUE IS REVENUE OF THE
14 ENTERPRISE ONLY AND IS EXCLUDED FROM STATE FISCAL YEAR SPENDING,
15 AS DEFINED IN SECTION 24-77-102 (17).

16 (6) (a) A DISTRIBUTOR IS NOT REQUIRED TO PAY THE ROAD USAGE
17 FEE IMPOSED BY SUBSECTION (3) OR (4) OF THIS SECTION OR THE BRIDGE
18 AND TUNNEL IMPACT FEE IMPOSED AS AUTHORIZED BY SECTION 43-4-805
19 (5)(g.5), IF THE DISTRIBUTOR WOULD OTHERWISE BE LIABLE FOR THE
20 EXCISE TAX ON THE GASOLINE OR SPECIAL FUEL SUBJECT TO THE FEE BUT
21 IS ALLOWED TO SELL THE GASOLINE OR SPECIAL FUEL WITHOUT PAYMENT
22 OF THE APPLICABLE EXCISE TAX PURSUANT TO SECTION 39-27-102
23 (1)(b)(II) OR SECTION 39-27-102.5 (2)(b).

24 (b) GASOLINE OR SPECIAL FUEL REMOVED FROM A TERMINAL IN
25 THIS STATE BY A PERSON LICENSED AS AN EXPORTER PURSUANT TO
26 SECTION 39-27-104 EXCLUSIVELY FOR DELIVERY TO ANOTHER STATE IS
27 NOT SUBJECT TO THE ROAD USAGE FEE IMPOSED BY SUBSECTION (3) OR (4)

1 OF THIS SECTION OR THE BRIDGE AND TUNNEL IMPACT FEE IMPOSED AS
2 AUTHORIZED BY SECTION 43-4-805 (5)(g.5).

3 (c) THE BURDEN OF PROVING THAT GASOLINE OR SPECIAL FUEL IS
4 NOT SUBJECT TO THE ROAD USAGE FEE IMPOSED BY SUBSECTION (3) OR (4)
5 OF THIS SECTION OR THE BRIDGE AND TUNNEL IMPACT FEE IMPOSED AS
6 AUTHORIZED BY SECTION 43-4-805 (5)(g.5) IS ON THE DISTRIBUTOR UNDER
7 SUCH REASONABLE REQUIREMENTS OF PROOF AS THE EXECUTIVE
8 DIRECTOR OF THE DEPARTMENT OF REVENUE MAY PRESCRIBE.

9 (7) THE COLLECTION, ADMINISTRATION, AND ENFORCEMENT OF
10 THE ROAD USAGE FEES IMPOSED BY SUBSECTION (3) OR (4) OF THIS
11 SECTION, AND THE BRIDGE AND TUNNEL IMPACT FEE IMPOSED AS
12 AUTHORIZED BY SECTION 43-4-805 (5)(g.5) SHALL BE PERFORMED BY THE
13 EXECUTIVE DIRECTOR OF THE DEPARTMENT OF REVENUE IN THE SAME
14 MANNER AS THE COLLECTION, ADMINISTRATION, AND ENFORCEMENT OF
15 STATE GASOLINE AND SPECIAL FUEL TAXES PURSUANT TO ARTICLE 27 OF
16 TITLE 39. A DISTRIBUTOR WHO PAYS THE ROAD USAGE FEE AS REQUIRED
17 BY SUBSECTION (3) OR (4) OF THIS SECTION SHALL REMIT THE FEE,
18 TOGETHER WITH ANY BRIDGE AND TUNNEL IMPACT FEE THAT THE
19 DISTRIBUTOR ALSO PAYS AS REQUIRED BY SECTION 43-4-805 (5)(g.5) AND
20 SUBSECTION (5) OF THIS SECTION TO THE DEPARTMENT OF REVENUE AT
21 THE SAME TIME AND IN THE SAME MANNER IN WHICH THE DISTRIBUTOR
22 REMITS GASOLINE OR SPECIAL FUEL TAXES COLLECTED BY THE
23 DISTRIBUTOR AS REQUIRED BY ARTICLE 27 OF TITLE 39. THE DEPARTMENT
24 OF REVENUE MAY PROMULGATE RULES TO IMPLEMENT THIS SECTION.

25 (8) IN ACCORDANCE WITH SECTION 43-4-203 (1)(f), THE STATE
26 TREASURER SHALL CREDIT ALL ROAD USAGE FEE REVENUE COLLECTED AS
27 REQUIRED BY THIS SECTION TO THE HIGHWAY USERS TAX FUND CREATED

1 IN SECTION 43-4-201. IN ACCORDANCE WITH SECTION 43-4-805 (5)(g.5),
2 THE STATE TREASURER SHALL CREDIT ALL BRIDGE AND TUNNEL IMPACT
3 FEE REVENUE COLLECTED AS REQUIRED BY THIS SECTION TO THE
4 STATEWIDE BRIDGE AND TUNNEL ENTERPRISE SPECIAL REVENUE FUND
5 CREATED IN SECTION 43-4-805 (3)(a). ALL FEES CREDITED TO THE
6 HIGHWAY USERS TAX FUND PURSUANT TO THIS SECTION SHALL BE
7 ALLOCATED FROM THE HIGHWAY USERS TAX FUND TO THE STATE,
8 COUNTIES, AND MUNICIPALITIES AS REQUIRED BY SECTION 43-4-205 (6.8).

9 **43-4-218. Additional funding - retail delivery fee - fund**
10 **created - simultaneous collection of enterprise fees - rules - legislative**
11 **declaration - definitions.** (1) THE GENERAL ASSEMBLY HEREBY FINDS
12 AND DECLARES THAT:

13 (a) IN RECENT YEARS, THE NUMBER OF RETAIL DELIVERIES OF
14 TANGIBLE PERSONAL PROPERTY, INCLUDING RESTAURANT FOOD, HAS
15 RAPIDLY INCREASED, AND THIS RAPID GROWTH IS EXPECTED TO CONTINUE;

16 (b) THE WORLD ECONOMIC FORUM ESTIMATES THAT BY 2030
17 THERE WILL BE OVER THIRTY PERCENT MORE DELIVERY VEHICLES ON
18 ROADS TO DELIVER SEVENTY-EIGHT PERCENT MORE PACKAGES, WHICH
19 WILL INCREASE USAGE OF THE HIGHWAYS, ROADS, AND STREETS OF THE
20 STATE BY MOTOR VEHICLES USED TO MAKE RETAIL DELIVERIES, TRAFFIC
21 CONGESTION, AND RETAIL-DELIVERY-RELATED EMISSIONS;

22 (c) THIS ADDITIONAL USAGE HAS ACCELERATED AND IS EXPECTED
23 TO CONTINUE TO ACCELERATE DETERIORATION OF SURFACE
24 TRANSPORTATION SYSTEM INFRASTRUCTURE, AND HAS REQUIRED AND IS
25 EXPECTED TO CONTINUE TO REQUIRE THE STATE, COUNTIES, AND
26 MUNICIPALITIES TO PERFORM MORE MAINTENANCE AND RECONSTRUCTION
27 OF STATE HIGHWAYS, COUNTY ROADS, AND CITY STREETS;

1 (d) THIS ADDITIONAL USAGE HAS ALSO INCREASED AND IS
2 EXPECTED TO CONTINUE TO INCREASE MOTOR-VEHICLE-RELATED
3 EMISSIONS OF AIR POLLUTANTS, INCLUDING OZONE PRECURSORS,
4 PARTICULATE MATTER POLLUTANTS, OTHER HAZARDOUS AIR POLLUTANTS,
5 AND GREENHOUSE GASES, THAT CONTRIBUTE TO ADVERSE
6 ENVIRONMENTAL EFFECTS, INCLUDING BUT NOT LIMITED TO CLIMATE
7 CHANGE, AND ADVERSE HUMAN HEALTH EFFECTS;

8 (e) IT IS THEREFORE NECESSARY AND APPROPRIATE:

9 (I) TO IMPOSE A RETAIL DELIVERY FEE AS SPECIFIED IN THIS
10 SECTION AND TO CREDIT THE PROCEEDS OF THE FEE TO THE HIGHWAY
11 USERS TAX FUND CREATED IN SECTION 43-4-201 FOR ALLOCATION TO THE
12 STATE, COUNTIES, AND MUNICIPALITIES AND TO THE MULTIMODAL
13 TRANSPORTATION AND MITIGATION OPTIONS FUND CREATED IN SECTION
14 43-4-1103 (1)(a);

15 (II) TO AUTHORIZE THE COMMUNITY ACCESS ENTERPRISE CREATED
16 IN SECTION 24-38.5-303 (1) TO IMPOSE A COMMUNITY ACCESS RETAIL
17 DELIVERY FEE AS SPECIFIED IN SECTION 24-38.5-303 (7), AUTHORIZE THE
18 CLEAN FLEET ENTERPRISE CREATED IN SECTION 25-7.5-103 (1)(a) TO
19 IMPOSE A CLEAN FLEET RETAIL DELIVERY FEE AS SPECIFIED IN SECTION
20 25-7.5-103 (8), AUTHORIZE THE STATEWIDE BRIDGE AND TUNNEL
21 ENTERPRISE CREATED IN SECTION 43-4-805 (2)(a)(I) TO IMPOSE A BRIDGE
22 AND TUNNEL RETAIL DELIVERY FEE AS SPECIFIED IN SECTION 43-4-805
23 (5)(g.7), AUTHORIZE THE CLEAN TRANSIT ENTERPRISE CREATED IN SECTION
24 43-4-1203 (1)(a) TO IMPOSE A CLEAN TRANSIT RETAIL DELIVERY FEE AS
25 SPECIFIED IN SECTION 43-4-1203 (7), AND AUTHORIZE THE
26 NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE CREATED
27 IN SECTION 43-4-1303 (1)(a) TO IMPOSE AN AIR POLLUTION MITIGATION

1 RETAIL DELIVERY FEE AS SPECIFIED IN SECTION 43-1-1303 (8) TO HELP
2 FUND THE ENTERPRISES' PURSUIT OF THEIR RESPECTIVE BUSINESS
3 PURPOSES; AND

4 (III) FOR THE PURPOSE OF MINIMIZING COMPLIANCE COSTS FOR FEE
5 PAYERS AND ADMINISTRATIVE COSTS FOR THE STATE, TO REQUIRE THE
6 DEPARTMENT OF REVENUE TO COLLECT THE RETAIL DELIVERY FEES
7 IMPOSED BY THE ENTERPRISES ON BEHALF OF THE ENTERPRISES WHEN IT
8 COLLECTS THE RETAIL DELIVERY FEE IMPOSED BY SUBSECTION (3) OF THIS
9 SECTION AND TO DISTRIBUTE THE ENTERPRISE FEE REVENUE TO THE
10 ENTERPRISES.

11 (2) AS USED IN THIS SECTION, UNLESS THE CONTEXT OTHERWISE
12 REQUIRES:

13 (a) "ENTERPRISE RETAIL DELIVERY FEES" MEANS:

14 (I) THE COMMUNITY ACCESS RETAIL DELIVERY FEE IMPOSED BY
15 THE COMMUNITY ACCESS ENTERPRISE CREATED IN SECTION 24-38.5-303
16 (1), AS SPECIFIED IN SECTION 24-38.5-303 (7);

17 (II) THE CLEAN FLEET RETAIL DELIVERY FEE IMPOSED BY THE
18 CLEAN FLEET ENTERPRISE CREATED IN SECTION 25-7.5-103 (1)(a), AS
19 SPECIFIED IN SECTION 25-7.5-103 (8);

20 (III) THE BRIDGE AND TUNNEL RETAIL DELIVERY FEE IMPOSED BY
21 THE STATEWIDE BRIDGE AND TUNNEL ENTERPRISE CREATED IN SECTION
22 43-4-805 (2)(a)(I), AS SPECIFIED IN SECTION 43-4-805 (5)(g.7);

23 (IV) THE CLEAN TRANSIT RETAIL DELIVERY FEE IMPOSED BY THE
24 CLEAN TRANSIT ENTERPRISE CREATED IN SECTION 43-4-1203 (1)(a) AS
25 SPECIFIED IN SECTION 43-4-1203 (7); AND

26 (V) THE AIR POLLUTION MITIGATION RETAIL DELIVERY FEE
27 IMPOSED BY THE NONATTAINMENT AREA AIR POLLUTION MITIGATION

1 ENTERPRISE CREATED IN SECTION 43-4-1303 (1)(a) AS SPECIFIED IN
2 SECTION 43-1-1303 (8).

3 (b) "INFLATION" MEANS THE AVERAGE ANNUAL PERCENTAGE
4 CHANGE IN THE UNITED STATES DEPARTMENT OF LABOR, BUREAU OF
5 LABOR STATISTICS, CONSUMER PRICE INDEX FOR
6 DENVER-AURORA-LAKEWOOD FOR ALL ITEMS AND ALL URBAN
7 CONSUMERS, OR ITS APPLICABLE PREDECESSOR OR SUCCESSOR INDEX, FOR
8 THE FIVE YEARS ENDING ON THE LAST DECEMBER 31 BEFORE THE
9 CALENDAR YEAR IN WHICH A STATE FISCAL YEAR FOR WHICH AN
10 INFLATION ADJUSTMENT TO THE RETAIL DELIVERY FEE IMPOSED BY
11 SUBSECTION (3) OF THIS SECTION IS TO BE MADE BEGINS.

12 (c) "MOTOR VEHICLE" HAS THE SAME MEANING AS SET FORTH IN
13 SECTION 42-1-102 (58). THE TERM DOES NOT INCLUDE A PERSONAL
14 DELIVERY DEVICE.

15 (d) "PERSONAL DELIVERY DEVICE" MEANS AN AUTONOMOUSLY
16 OPERATED ROBOT THAT IS:

17 (I) DESIGNED AND MANUFACTURED FOR THE PURPOSE OF
18 TRANSPORTING TANGIBLE PERSONAL PROPERTY PRIMARILY ON
19 SIDEWALKS, CROSSWALKS, AND OTHER PUBLIC RIGHTS-OF-WAY THAT ARE
20 TYPICALLY USED BY PEDESTRIANS;

21 (II) WEIGHS NO MORE THAN FIVE HUNDRED FIFTY POUNDS,
22 EXCLUDING ANY TANGIBLE PERSONAL PROPERTY BEING TRANSPORTED;
23 AND

24 (III) OPERATES AT SPEEDS OF LESS THAN TEN MILES PER HOUR
25 WHEN ON SIDEWALKS, CROSSWALKS, AND OTHER PUBLIC RIGHTS-OF-WAY
26 THAT ARE TYPICALLY USED BY PEDESTRIANS.

27 (e) "RETAIL DELIVERY" MEANS A RETAIL SALE OF TANGIBLE

1 PERSONAL PROPERTY BY A RETAILER FOR DELIVERY BY A MOTOR VEHICLE
2 OWNED OR OPERATED BY THE RETAILER OR ANY OTHER PERSON TO THE
3 PURCHASER AT A LOCATION IN THIS STATE, WHICH SALE INCLUDES AT
4 LEAST ONE ITEM OF TANGIBLE PERSONAL PROPERTY THAT IS SUBJECT TO
5 TAXATION UNDER ARTICLE 26 OF TITLE 39. EACH SUCH RETAIL SALE IS A
6 SINGLE RETAIL DELIVERY REGARDLESS OF THE NUMBER OF SHIPMENTS
7 NECESSARY TO DELIVER THE ITEMS OF TANGIBLE PERSONAL PROPERTY
8 PURCHASED.

9 (f) "RETAILER" HAS THE SAME MEANING AS SET FORTH IN SECTION
10 39-26-102 (8).

11 (g) "RETAIL SALE" HAS THE SAME MEANING AS SET FORTH IN
12 SECTION 39-26-102 (9).

13 (h) "TANGIBLE PERSONAL PROPERTY" HAS THE SAME MEANING AS
14 SET FORTH IN SECTION 39-26-102 (15).

15 (3) (a) FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY
16 PURCHASED DURING STATE FISCAL YEAR 2022-23, EACH RETAILER WHO
17 MAKES A RETAIL DELIVERY SHALL ADD TO THE PRICE OF THE RETAIL
18 DELIVERY, COLLECT FROM THE PURCHASER, AND PAY TO THE DEPARTMENT
19 OF REVENUE AT THE TIME AND IN THE MANNER PRESCRIBED BY THE
20 DEPARTMENT IN ACCORDANCE WITH SUBSECTION (6) OF THIS SECTION A
21 RETAIL DELIVERY FEE IN THE AMOUNT OF EIGHT AND FOUR-TENTHS CENTS.

22 (b) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (3)(c) OF
23 THIS SECTION, FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY
24 PURCHASED DURING STATE FISCAL YEAR 2023-24 OR DURING ANY
25 SUBSEQUENT STATE FISCAL YEAR, EACH RETAILER WHO MAKES A RETAIL
26 DELIVERY SHALL ADD TO THE PRICE OF THE RETAIL DELIVERY, COLLECT
27 FROM THE PURCHASER, AND PAY TO THE DEPARTMENT OF REVENUE AT THE

1 TIME AND IN THE MANNER PRESCRIBED BY THE DEPARTMENT IN
2 ACCORDANCE WITH SUBSECTION (6) OF THIS SECTION A RETAIL DELIVERY
3 FEE EQUAL TO THE AMOUNT OF THE RETAIL DELIVERY FEE FOR RETAIL
4 DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED DURING THE
5 PRIOR STATE FISCAL YEAR ADJUSTED FOR INFLATION. THE DEPARTMENT OF
6 REVENUE SHALL ANNUALLY CALCULATE THE INFLATION ADJUSTED
7 AMOUNT OF THE RETAIL DELIVERY FEE TO BE IMPOSED ON RETAIL
8 DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED DURING EACH
9 STATE FISCAL YEAR AND SHALL PUBLISH THE AMOUNT NO LATER THAN
10 APRIL 15 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR
11 BEGINS.

12 (II) THE DEPARTMENT OF REVENUE SHALL ADJUST THE AMOUNT OF
13 THE RETAIL DELIVERY FEE FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL
14 PROPERTY PURCHASED DURING A STATE FISCAL YEAR ONLY IF INFLATION
15 IS POSITIVE AND CUMULATIVE INFLATION FROM THE TIME OF THE LAST
16 ADJUSTMENT IN THE AMOUNT OF THE RETAIL DELIVERY FEE, WHEN
17 APPLIED TO THE SUM OF THE CURRENT RETAIL DELIVERY FEE AND ALL
18 CURRENT ENTERPRISE RETAIL DELIVERY FEES AND ROUNDED TO THE
19 NEAREST WHOLE CENT, WILL RESULT IN AN INCREASE OF AT LEAST ONE
20 WHOLE CENT IN THE TOTAL AMOUNT OF THE RETAIL DELIVERY FEE AND
21 ALL ENTERPRISE RETAIL DELIVERY FEES IMPOSED ON EACH RETAIL
22 DELIVERY. THE AMOUNT OF CUMULATIVE INFLATION TO BE APPLIED TO
23 THE SUM OF THE CURRENT RETAIL DELIVERY FEE AND ALL CURRENT
24 ENTERPRISE RETAIL DELIVERY FEES AND ROUNDED TO THE NEAREST
25 WHOLE CENT IS THE LESSER OF ACTUAL CUMULATIVE INFLATION OR FIVE
26 PERCENT.

27 (c) A RETAIL DELIVERY THAT INCLUDES ONLY TANGIBLE PERSONAL

1 PROPERTY, THE SALE OF WHICH IS EXEMPT FROM STATE SALES TAX UNDER
2 ARTICLE 26 OF TITLE 39, IS EXEMPT FROM THE RETAIL DELIVERY FEE AND
3 FROM THE ENTERPRISE RETAIL DELIVERY FEES. A RETAIL DELIVERY MADE
4 TO A PURCHASER WHO IS EXEMPT FROM PAYING STATE SALES TAX UNDER
5 ARTICLE 26 OF TITLE 39 IS EXEMPT FROM THE RETAIL DELIVERY FEE AND
6 FROM THE ENTERPRISE RETAIL DELIVERY FEES.

7 (4) (a) FOR THE PURPOSE OF MINIMIZING COMPLIANCE COSTS FOR
8 RETAILERS AND ADMINISTRATIVE COSTS FOR THE STATE, THE DEPARTMENT
9 OF REVENUE SHALL, WHEN IT COLLECTS THE RETAIL DELIVERY FEE
10 IMPOSED BY SUBSECTION (3) OF THIS SECTION, ALSO COLLECT ON BEHALF
11 OF THE COMMUNITY ACCESS ENTERPRISE CREATED IN SECTION 24-38.5-303
12 (1), THE CLEAN FLEET ENTERPRISE CREATED IN SECTION 25-7.5-103 (1)(a),
13 THE STATEWIDE BRIDGE AND TUNNEL ENTERPRISE CREATED IN SECTION
14 43-4-805 (2)(a)(I), THE CLEAN TRANSIT ENTERPRISE CREATED IN SECTION
15 43-1-1203 (1)(a), AND THE NONATTAINMENT AREA AIR POLLUTION
16 MITIGATION ENTERPRISE CREATED IN SECTION 43-4-1303 (1)(a), THE
17 ENTERPRISE RETAIL DELIVERY FEES.

18 (b) WHEN COLLECTING THE RETAIL DELIVERY FEE AND, IN
19 ACCORDANCE WITH SUBSECTION (4)(a) OF THIS SECTION, THE ENTERPRISE
20 RETAIL DELIVERY FEES, THE DEPARTMENT OF REVENUE SHALL RETAIN AN
21 AMOUNT THAT DOES NOT EXCEED THE TOTAL COST OF COLLECTING,
22 ADMINISTERING, AND ENFORCING THE RETAIL DELIVERY FEE AND THE
23 ENTERPRISE RETAIL DELIVERY FEES AND SHALL TRANSMIT THE AMOUNT
24 RETAINED TO THE STATE TREASURER, WHO SHALL CREDIT IT TO THE RETAIL
25 DELIVERY FEES FUND, WHICH IS HEREBY CREATED IN THE STATE
26 TREASURY. ALL MONEY IN THE RETAIL DELIVERY FEES FUND IS
27 CONTINUOUSLY APPROPRIATED TO THE DEPARTMENT OF REVENUE TO

1 DEFRAY THE COSTS INCURRED BY THE DEPARTMENT IN COLLECTING,
2 ENFORCING, AND ADMINISTERING THE RETAIL DELIVERY FEE AND THE
3 ENTERPRISE RETAIL DELIVERY FEES.

4 (5) (a) THE DEPARTMENT OF REVENUE SHALL TRANSMIT ALL NET
5 REVENUE COLLECTED FROM THE RETAIL DELIVERY FEE IMPOSED BY
6 SUBSECTION (3) OF THIS SECTION TO THE STATE TREASURER, WHO SHALL
7 CREDIT THE NET REVENUE AS FOLLOWS:

8 (I) SEVENTY-ONE AND ONE-TENTH PERCENT SHALL BE CREDITED
9 TO THE HIGHWAY USERS TAX FUND CREATED IN SECTION 43-4-201 AND
10 ALLOCATED FROM THE HIGHWAY USERS TAX FUND TO THE STATE,
11 COUNTIES, AND MUNICIPALITIES AS REQUIRED BY SECTION 43-4-205 (6.8);
12 AND

13 (II) TWENTY-EIGHT AND NINE-TENTHS PERCENT SHALL BE
14 CREDITED TO THE MULTIMODAL TRANSPORTATION AND MITIGATION
15 OPTIONS FUND CREATED IN SECTION 43-4-1103 (1)(a);

16 (b) THE DEPARTMENT OF REVENUE SHALL TRANSMIT ALL NET
17 REVENUE COLLECTED FROM ENTERPRISE RETAIL DELIVERY FEES TO THE
18 STATE TREASURER WHO SHALL CREDIT THE NET REVENUE AS FOLLOWS:

19 (I) ALL NET COMMUNITY ACCESS RETAIL DELIVERY FEE REVENUE
20 SHALL BE CREDITED TO THE COMMUNITY ACCESS ENTERPRISE FUND
21 CREATED IN SECTION 24-38.5-303 (5);

22 (II) ALL NET CLEAN FLEET RETAIL DELIVERY FEE REVENUE SHALL
23 BE CREDITED TO THE CLEAN FLEET ENTERPRISE FUND CREATED IN SECTION
24 25-7.5-103 (5);

25 (III) ALL NET BRIDGE AND TUNNEL RETAIL DELIVERY FEE
26 REVENUE SHALL BE CREDITED TO THE STATEWIDE BRIDGE AND TUNNEL
27 ENTERPRISE SPECIAL REVENUE FUND CREATED IN SECTION 43-4-805 (3)(a);

1 (IV) ALL NET CLEAN TRANSIT RETAIL DELIVERY FEE REVENUE
2 SHALL BE CREDITED TO THE CLEAN TRANSIT ENTERPRISE FUND CREATED
3 IN SECTION 43-4-1203 (5); AND

4 (V) ALL NET AIR POLLUTION MITIGATION RETAIL DELIVERY FEE
5 REVENUE SHALL BE CREDITED TO THE NONATTAINMENT AREA AIR
6 POLLUTION MITIGATION ENTERPRISE FUND CREATED IN SECTION 43-4-1303
7 (5).

8 (6) (a) EXCEPT TO THE EXTENT OTHERWISE AUTHORIZED OR
9 REQUIRED BY THE DEPARTMENT OF REVENUE PURSUANT TO SUBSECTION
10 (6)(d) OF THIS SECTION WITH RESPECT TO THE TIMING OF THE REMITTANCE
11 OF FEES TO THE DEPARTMENT, THE COLLECTION, ADMINISTRATION, AND
12 ENFORCEMENT OF THE RETAIL DELIVERY FEE IMPOSED BY SUBSECTION (3)
13 OF THIS SECTION AND THE ENTERPRISE RETAIL DELIVERY FEES SHALL BE
14 PERFORMED BY THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF
15 REVENUE IN THE SAME MANNER AS THE COLLECTION, ADMINISTRATION,
16 AND ENFORCEMENT OF STATE SALES TAX PURSUANT TO ARTICLE 26 OF
17 TITLE 39.

18 (b) EVERY RETAILER WHO MAKES A RETAIL DELIVERY SHALL ADD
19 THE RETAIL DELIVERY FEE IMPOSED BY SUBSECTION (3) OF THIS SECTION
20 AND THE ENTERPRISE RETAIL DELIVERY FEES TO THE PRICE OR CHARGE FOR
21 THE RETAIL DELIVERY SHOWING THE TOTAL OF THE FEES AS ONE ITEM
22 CALLED "RETAIL DELIVERY FEES" THAT IS SEPARATE AND DISTINCT FROM
23 THE PRICE AND ANY OTHER TAXES OR FEES IMPOSED ON THE RETAIL
24 DELIVERY. WHEN ADDED, THE FEES CONSTITUTE A PART OF THE RETAIL
25 DELIVERY PRICE OR CHARGE, ARE A DEBT FROM THE PURCHASER TO THE
26 RETAILER UNTIL PAID, AND ARE RECOVERABLE AT LAW IN THE SAME
27 MANNER AS OTHER DEBTS.

1 (c) EVERY RETAILER WHO MAKES A RETAIL DELIVERY IS LIABLE
2 AND RESPONSIBLE FOR THE PAYMENT OF AN AMOUNT EQUIVALENT TO THE
3 TOTAL AMOUNT OF THE RETAIL DELIVERY FEE IMPOSED BY SUBSECTION (3)
4 OF THIS SECTION AND THE ENTERPRISE RETAIL DELIVERY FEES FOR EACH
5 RETAIL DELIVERY MADE IRRESPECTIVE OF THE REQUIREMENTS OF
6 SUBSECTION (6)(b) OF THIS SECTION. THE BURDEN OF PROVING THAT A
7 RETAILER IS EXEMPT FROM COLLECTING THE FEES ON ANY RETAIL
8 DELIVERY AND PAYING THE FEES TO THE EXECUTIVE DIRECTOR OF THE
9 DEPARTMENT OF REVENUE IS ON THE RETAILER UNDER SUCH REASONABLE
10 REQUIREMENTS OF PROOF AS THE EXECUTIVE DIRECTOR MAY PRESCRIBE.
11 THE RETAILER IS ENTITLED, AS COLLECTING AGENT FOR THE STATE, TO
12 APPLY AND CREDIT THE AMOUNT OF THE RETAILER'S COLLECTIONS
13 AGAINST THE AMOUNT TO BE PAID PURSUANT TO THIS SUBSECTION (6)(c).

14 (d) A RETAILER WHO COLLECTS THE RETAIL DELIVERY FEE
15 IMPOSED BY SUBSECTION (3) OF THIS SECTION AND THE ENTERPRISE RETAIL
16 DELIVERY FEES SHALL REMIT THE FEES TO THE DEPARTMENT OF REVENUE
17 AT THE SAME TIME AND IN THE SAME MANNER AS THE RETAILER REMITS
18 SALES TAX REVENUE COLLECTED TO THE DEPARTMENT AS REQUIRED BY
19 ARTICLE 26 OF TITLE 39 UNLESS THE DEPARTMENT REQUIRES OR
20 AUTHORIZES THE FEES TO BE REMITTED AT ANOTHER TIME OR IN ANOTHER
21 MANNER.

22 (e) ALL MONEY PAID TO A RETAILER AS A RETAIL DELIVERY FEE
23 IMPOSED BY SUBSECTION (3) OF THIS SECTION, OR AS ONE OR MORE OF THE
24 ENTERPRISE RETAIL DELIVERY FEES, SHALL BE AND REMAINS PUBLIC
25 MONEY, THE PROPERTY OF THE STATE OF COLORADO, IN THE HANDS OF
26 THE RETAILER, AND THE RETAILER SHALL HOLD THE MONEY IN TRUST FOR
27 THE SOLE USE AND BENEFIT OF THE STATE OF COLORADO UNTIL PAID TO

1 THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF REVENUE, AND, FOR
2 FAILURE TO PAY THE MONEY TO THE EXECUTIVE DIRECTOR, A RETAILER
3 SHALL BE PUNISHED AS PROVIDED BY LAW. IF ANY RETAILER COLLECTS
4 FEES IN EXCESS OF THE AMOUNT IMPOSED BY THIS SECTION AND SECTIONS
5 24-38.5-303 (7), 25-7.5-103 (8), 43-4-1203 (7), AND 43-4-1303 (8), THE
6 RETAILER SHALL REMIT TO THE EXECUTIVE DIRECTOR OF THE DEPARTMENT
7 OF REVENUE THE FULL AMOUNT OF THE FEES AND ALSO THE FULL AMOUNT
8 OF THE EXCESS.

9 (7) THE DEPARTMENT OF REVENUE MAY PROMULGATE RULES TO
10 IMPLEMENT THIS SECTION.

11 **SECTION 35.** In Colorado Revised Statutes, 43-4-602, **amend**
12 (1.5), (2), and (12.5); and **add** (3.5) and (19) as follows:

13 **43-4-602. Definitions.** As used in this part 6, unless the context
14 otherwise requires:

15 (1.5) "Authority" means a body corporate and political subdivision
16 of the state created pursuant to this part 6 OR A TRANSPORTATION
17 PLANNING ORGANIZATION EXERCISING THE POWERS OF AN AUTHORITY AS
18 AUTHORIZED BY SECTION 43-4-622.

19 (2) "Board" means the board of directors of an authority OR OF A
20 TRANSPORTATION PLANNING ORGANIZATION EXERCISING THE POWERS OF
21 AN AUTHORITY AS AUTHORIZED BY SECTION 43-4-622.

22 (3.5) "BOUNDARIES OF THE AUTHORITY" MEANS THE BOUNDARIES
23 SPECIFIED IN THE CONTRACT CREATING THE AUTHORITY, AS MAY BE
24 CHANGED IN THE MANNER PROVIDED IN SECTION 43-4-605 (2), OR THE
25 BOUNDARIES OF THE TERRITORY IN WHICH A TRANSPORTATION PLANNING
26 ORGANIZATION IS AUTHORIZED TO EXERCISE THE POWERS OF AN
27 AUTHORITY AS SPECIFIED IN THE RESOLUTION AUTHORIZING THE

1 TRANSPORTATION PLANNING ORGANIZATION TO EXERCISE THE POWERS OF
2 AN AUTHORITY ADOPTED BY THE BOARD OF THE TRANSPORTATION
3 PLANNING ORGANIZATION AS AUTHORIZED BY SECTION 43-4-622, AS MAY
4 BE CHANGED IN THE MANNER PROVIDED IN SECTION 43-4-605 (2).

5 (12.5) "Region" means all of the territory within the boundaries
6 of, and subject to the jurisdiction of, the governing body of any member
7 of a combination that creates an authority pursuant to section 43-4-603 OR
8 THE GOVERNING BODY OF ANY MEMBER OF A TRANSPORTATION PLANNING
9 ORGANIZATION EXERCISING THE POWERS OF AN AUTHORITY AS
10 AUTHORIZED BY SECTION 43-4-622.

11 (19) "TRANSPORTATION PLANNING ORGANIZATION" MEANS A
12 METROPOLITAN PLANNING ORGANIZATION, AS DEFINED IN SECTION
13 43-1-1102 (4), OR A RURAL TRANSPORTATION PLANNING ORGANIZATION
14 RESPONSIBLE FOR TRANSPORTATION PLANNING FOR A TRANSPORTATION
15 PLANNING REGION, AS DEFINED IN SECTION 43-1-1102 (8).

16 **SECTION 36.** In Colorado Revised Statutes, 43-4-603, **amend**
17 (1), (1.5), and (3); and **add** (2.5) as follows:

18 **43-4-603. Creation of authorities - exercise of powers of an**
19 **authority by transportation planning organization.** (1) Any
20 combination may create, by contract, an authority that is authorized to
21 exercise the functions conferred by ~~the provisions of this part 6~~ upon the
22 issuance by the director of the division of a certificate stating that the
23 authority has been duly organized according to the laws of the state. IN
24 ADDITION, ANY TRANSPORTATION PLANNING ORGANIZATION MAY ADOPT
25 A RESOLUTION AUTHORIZING IT TO EXERCISE THE POWERS OF AN
26 AUTHORITY AS AUTHORIZED BY SECTION 43-4-622 UPON THE ISSUANCE BY
27 THE DIRECTOR OF THE DIVISION OF A CERTIFICATE STATING THAT THE

1 TRANSPORTATION PLANNING ORGANIZATION HAS BEEN DULY AUTHORIZED
2 TO EXERCISE THE POWERS OF AN AUTHORITY ACCORDING TO THE LAWS OF
3 THE STATE. The combination joining in the creation of the authority OR
4 THE TRANSPORTATION PLANNING ORGANIZATION ADOPTING A RESOLUTION
5 AUTHORIZING IT TO EXERCISE THE POWERS OF AN AUTHORITY shall
6 provide a copy of the contract OR RESOLUTION to the department of
7 transportation for comment and, if the territory of the proposed authority
8 OR THE TERRITORY IN WHICH THE TRANSPORTATION PLANNING
9 ORGANIZATION IS AUTHORIZED TO EXERCISE THE POWERS OF AN
10 AUTHORITY includes or borders any territory of the regional transportation
11 district created in article 9 of title 32 ~~C.R.S.~~, or intersects with or is likely
12 to divert vehicle traffic to or from a toll highway operated by a public
13 highway authority established under part 5 of this ~~article~~ ARTICLE 4, shall
14 also provide a copy of the contract OR RESOLUTION to the district or the
15 affected public highway authority, as applicable, for comment. The
16 combination OR TRANSPORTATION PLANNING ORGANIZATION shall also
17 provide a copy of the contract OR RESOLUTION FOR COMMENT to each
18 county and municipality that is not a member of the combination OR A
19 MEMBER OF THE TRANSPORTATION PLANNING ORGANIZATION but that
20 includes territory that borders the territory of the proposed authority ~~for~~
21 ~~comment~~ OR THE TERRITORY IN WHICH THE TRANSPORTATION PLANNING
22 ORGANIZATION IS AUTHORIZED TO EXERCISE THE POWERS OF AN
23 AUTHORITY. A TRANSPORTATION PLANNING ORGANIZATION ADOPTING A
24 RESOLUTION AUTHORIZING IT TO EXERCISE THE POWERS OF AN AUTHORITY
25 SHALL ALSO PROVIDE A COPY OF THE RESOLUTION FOR COMMENT TO ANY
26 EXISTING AUTHORITY THAT INCLUDES OR BORDERS ANY OF THE TERRITORY
27 IN WHICH THE TRANSPORTATION PLANNING ORGANIZATION WILL EXERCISE

1 THE POWERS OF AN AUTHORITY AND TO THE REGIONAL TRANSPORTATION
2 DISTRICT CREATED IN SECTION 32-9-105 IF THE REGIONAL
3 TRANSPORTATION DISTRICT INCLUDES OR BORDERS ANY OF THAT
4 TERRITORY. IF THE TRANSPORTATION PLANNING ORGANIZATION IS
5 REQUIRED TO PROVIDE A COPY OF THE RESOLUTION FOR COMMENT TO THE
6 REGIONAL TRANSPORTATION DISTRICT, IT SHALL ALSO COLLABORATE WITH
7 THE DISTRICT AND ENSURE THAT THE DISTRICT'S SERVICES ARE TAKEN
8 INTO CONSIDERATION AND PROTECTED WHEN THE ORGANIZATION PLANS
9 TO EXERCISE AND EXERCISES THE POWERS OF AN AUTHORITY. The director
10 shall issue the certificate upon the filing with the director of a copy of the
11 contract by the combination joining in the creation of the authority OR A
12 COPY OF THE RESOLUTION ADOPTED BY THE BOARD OF THE
13 TRANSPORTATION PLANNING ORGANIZATION AUTHORIZING THE
14 TRANSPORTATION PLANNING ORGANIZATION TO EXERCISE THE POWERS OF
15 AN AUTHORITY. The director shall cause the certificate to be recorded in
16 the real estate records in each county having territory included in the
17 boundaries of the authority. Upon issuance of the certificate by the
18 director, ~~the AN authority shall constitute~~ CREATED BY A COMBINATION BY
19 CONTRACT CONSTITUTES a separate political subdivision and body
20 corporate of the state and shall have all of the duties, privileges,
21 immunities, rights, liabilities, and disabilities of a public body politic and
22 corporate.

23 (1.5) ~~On and after January 1, 2006,~~ If, after reviewing a contract
24 that creates an authority OR A RESOLUTION AUTHORIZING A
25 TRANSPORTATION PLANNING ORGANIZATION TO EXERCISE THE POWERS OF
26 AN AUTHORITY provided pursuant to subsection (1) of this section, but in
27 no event more than ninety days after a copy of the contract OR

1 RESOLUTION is provided pursuant to subsection (1) of this section, the
2 department of transportation, the regional transportation district created
3 in article 9 of title 32, ~~C.R.S.~~, a bordering county or municipality, ~~or a~~
4 public highway authority established under part 5 of this ~~article~~ ARTICLE
5 4, OR, WITH RESPECT TO A RESOLUTION ONLY, AN EXISTING AUTHORITY,
6 informs the combination that executed the contract OR THE
7 TRANSPORTATION PLANNING ORGANIZATION THAT ADOPTED THE
8 RESOLUTION that any portions of the regional transportation systems to be
9 provided by the proposed authority that involve road construction or
10 improvement, as specified in the contract OR RESOLUTION pursuant to
11 ~~paragraph (a) of subsection (2) of this section~~ SUBSECTION (2)(a) OF THIS
12 SECTION, and that are on, alter the physical structure of, or negatively
13 impact safe operation of any highway, road, or street under its jurisdiction
14 or will provide mass transportation services that impact the district, then,
15 at the request of the affected entity, the combination OR THE
16 TRANSPORTATION PLANNING ORGANIZATION shall enter into an
17 intergovernmental agreement concerning the identified portions or mass
18 transportation services with the department, the district, the bordering
19 county or municipality, the public highway authority, THE EXISTING
20 AUTHORITY, or any combination thereof, as applicable, within one
21 hundred eighty days after a copy of the contract OR RESOLUTION was
22 provided, ~~or~~ eliminate those portions or services from the list of projects
23 specified in the contract before it submits the contract to a vote of the
24 registered electors residing within the boundaries of the proposed
25 authority as required by subsection (4) of this section, OR AMEND OR
26 REPLACE THE RESOLUTION TO ELIMINATE THOSE PORTIONS OR SERVICES
27 FROM THE LIST OF PROJECTS SPECIFIED IN THE RESOLUTION. When

1 requesting that an intergovernmental agreement be entered into or that
2 portions of a regional transportation system be eliminated due to a
3 negative impact to safe operation of a highway, road, or street, the
4 requesting entity shall provide, at the time of the request, evidence of the
5 negative impact. The intergovernmental agreement shall specify whatever
6 terms the combination OR TRANSPORTATION PLANNING ORGANIZATION
7 and the affected entity or entities deem necessary to avoid duplication of
8 effort and to ensure coordinated transportation planning, efficient
9 allocation of resources, and equitable sharing of costs. If the department
10 is a party to the intergovernmental agreement, the agreement shall also
11 describe in detail any effect on department funding of any portion of the
12 state highway system within the proposed region that is expected to result
13 from the creation of the proposed authority OR THE EXERCISE OF THE
14 POWER OF AN AUTHORITY BY THE TRANSPORTATION PLANNING
15 ORGANIZATION. Nothing in this subsection (1.5) shall be construed to
16 preclude a combination, ~~or any~~ authority, OR TRANSPORTATION PLANNING
17 ORGANIZATION EXERCISING THE POWERS OF AN AUTHORITY from entering
18 into an intergovernmental agreement with the department, the district, a
19 public highway authority, a bordering county or municipality, or any other
20 governmental entity regarding any regional transportation system.

21 (2.5) A RESOLUTION AUTHORIZING A TRANSPORTATION PLANNING
22 ORGANIZATION TO EXERCISE THE POWERS OF AN AUTHORITY ADOPTED AS
23 AUTHORIZED BY SECTION 43-4-622 MUST SPECIFY:

24 (a) THE REGIONAL TRANSPORTATION SYSTEMS TO BE PROVIDED;

25 AND

26 (b) THE BOUNDARIES OF THE TERRITORY IN WHICH THE
27 TRANSPORTATION PLANNING ORGANIZATION IS AUTHORIZED TO EXERCISE

1 THE POWERS OF AN AUTHORITY, WHICH MAY NOT INCLUDE:

2 (I) TERRITORY OUTSIDE OF THE BOUNDARIES OF THE MEMBERS OF
3 THE TRANSPORTATION PLANNING ORGANIZATION;

4 (II) TERRITORY WITHIN THE BOUNDARIES OF AN EXISTING
5 AUTHORITY WITHOUT THE APPROVAL OF THE EXISTING AUTHORITY;

6 (III) TERRITORY WITHIN THE BOUNDARIES OF A MUNICIPALITY
7 THAT IS A MEMBER OF THE TRANSPORTATION PLANNING ORGANIZATION IF
8 THE GOVERNING BODY OF THE MUNICIPALITY ADOPTS A RESOLUTION
9 OBJECTING TO THE INCLUSION OF THE TERRITORY;

10 (IV) TERRITORY WITHIN THE BOUNDARIES OF A COUNTY THAT IS
11 A MEMBER OF THE TRANSPORTATION PLANNING ORGANIZATION IF THE
12 GOVERNING BODY OF THE COUNTY ADOPTS A RESOLUTION OBJECTING TO
13 THE INCLUSION OF THE TERRITORY;

14 (V) TERRITORY WITHIN THE BOUNDARIES OF A MUNICIPALITY THAT
15 IS NOT A MEMBER OF THE TRANSPORTATION PLANNING ORGANIZATION AS
16 THE BOUNDARIES OF THE MUNICIPALITY EXIST ON THE DATE THE
17 RESOLUTION IS ADOPTED WITHOUT THE CONSENT OF THE GOVERNING BODY
18 OF THE MUNICIPALITY; OR

19 (VI) TERRITORY WITHIN THE UNINCORPORATED BOUNDARIES OF
20 A COUNTY THAT IS NOT A MEMBER OF THE TRANSPORTATION PLANNING
21 ORGANIZATION AS THE UNINCORPORATED BOUNDARIES OF THE COUNTY
22 EXIST ON THE DATE THE RESOLUTION IS ADOPTED WITHOUT THE CONSENT
23 OF THE GOVERNING BODY OF THE COUNTY.

24 (3) No municipality, county, or special district shall enter into a
25 contract establishing an authority AND NO TRANSPORTATION PLANNING
26 ORGANIZATION SHALL ADOPT A RESOLUTION AUTHORIZING IT TO EXERCISE
27 THE POWERS OF AN AUTHORITY AS AUTHORIZED BY SECTION 43-4-622

1 without holding at least two public hearings thereon in addition to other
2 requirements imposed by law for public notice. The municipality, county,
3 ~~or~~ special district, OR TRANSPORTATION PLANNING ORGANIZATION shall
4 give notice of the time, place, and purpose of the public hearing by
5 publication in a newspaper of general circulation in the municipality,
6 county, ~~or~~ special district, OR TERRITORY OF THE TRANSPORTATION
7 PLANNING ORGANIZATION as the case may be, at least ten days prior to the
8 date of the public hearing.

9 **SECTION 37.** In Colorado Revised Statutes, 43-4-604, **amend**
10 (3)(i) as follows:

11 **43-4-604. Board of directors.** (3) The board, in addition to all
12 other powers conferred by this part 6, has the following powers:

13 (i) AS APPLICABLE, to amend the contract that created the authority
14 to the extent that any amendment procedures specified in the contract
15 pursuant to section 43-4-603 (2)(f) authorize the board, rather than the
16 members of the combination that are parties to the contract, to amend the
17 contract OR TO AMEND OR REPLACE THE RESOLUTION AUTHORIZING THE
18 TRANSPORTATION PLANNING ORGANIZATION TO EXERCISE THE POWERS OF
19 AN AUTHORITY ADOPTED AS AUTHORIZED BY SECTION 43-4-622.

20 **SECTION 38.** In Colorado Revised Statutes, 43-4-605, **amend**
21 (1) introductory portion, (1)(f), (1)(i), (1)(i.5)(I) introductory portion,
22 (1)(j)(I), and (2)(a) as follows:

23 **43-4-605. Powers of the authority - inclusion or exclusion of**
24 **property - determination of regional transportation system alignment**
25 **- fund created - repeal.** (1) In addition to any other powers granted to
26 ~~the~~ AN authority pursuant to this part 6, ~~the~~ AN authority has the following
27 powers:

1 (f) To finance, construct, operate, or maintain regional
2 transportation systems within or without the boundaries of the authority;
3 except that the authority shall not construct regional transportation
4 systems in any territory located outside the boundaries of the authority
5 and within the boundaries of a municipality as the boundaries of the
6 municipality exist on the date the authority is created without the consent
7 of the governing body of the municipality; outside the boundaries of the
8 authority and within the unincorporated boundaries of a county as the
9 unincorporated boundaries of the county exist on the date the authority is
10 created without the consent of the governing body of the county; or inside
11 or outside the boundaries of the authority if the regional transportation
12 systems would alter the state highway system, as defined in section
13 43-2-101 (1), or the interstate system, as defined in section 43-2-101 (2),
14 except as authorized by an intergovernmental agreement entered into by
15 the members of the combination that created the authority OR THE
16 TRANSPORTATION PLANNING ORGANIZATION EXERCISING THE POWERS OF
17 AN AUTHORITY and the department of transportation as required by
18 section 43-4-603 (1.5);

19 (i) To impose an annual motor vehicle registration fee of not more
20 than ten dollars for each motor vehicle registered with the authorized
21 agent, as defined in section 42-1-102, of the county by persons residing
22 in all or any designated portion of the members of the combination OR OF
23 THE MEMBERS OF THE TRANSPORTATION PLANNING ORGANIZATION
24 EXERCISING THE POWERS OF AN AUTHORITY AS AUTHORIZED BY SECTION
25 43-4-622; except that the authority shall not impose a motor registration
26 fee with respect to motor vehicles registered to persons residing outside
27 the boundaries of the authority and within the boundaries of a

1 municipality as the boundaries of the municipality exist on the date the
2 authority is created OR THE RESOLUTION AUTHORIZING THE
3 TRANSPORTATION PLANNING ORGANIZATION TO EXERCISE THE POWERS OF
4 AN AUTHORITY IS ADOPTED without the consent of the governing body of
5 the municipality or outside the boundaries of the authority and within the
6 unincorporated boundaries of a county as the unincorporated boundaries
7 of the county exist on the date the authority is created without the consent
8 of the governing body of the county. The registration fee is in addition to
9 any fee or tax imposed by the state or any other governmental unit. If a
10 motor vehicle is registered in a county that is a member of more than one
11 authority, the total of all fees imposed pursuant to this subsection (1)(i)
12 for ~~any such~~ THE motor vehicle shall not exceed ten dollars. The
13 authorized agent of the county in which the registration fee is imposed
14 shall collect the fee and remit the fee to the authority. The authority shall
15 apply the registration fees solely to the financing, construction, operation,
16 or maintenance of regional transportation systems that are consistent with
17 the expenditures specified in section 18 of article X of the state
18 constitution.

19 (i.5) (I) Subject to the provisions of section 43-4-612, to impose,
20 in all or any designated portion of the members of the combination OR OF
21 THE MEMBERS OF THE TRANSPORTATION PLANNING ORGANIZATION
22 EXERCISING THE POWERS OF AN AUTHORITY AS AUTHORIZED BY SECTION
23 43-4-622, a visitor benefit tax on persons who purchase overnight rooms
24 or accommodations in any amount that would not cause the aggregate
25 amount of the visitor benefit tax and any lodging tax imposed on such
26 overnight rooms or accommodations to exceed two percent of the price
27 of such overnight rooms or accommodations; except that the authority

1 shall not impose ~~any such~~ A visitor benefit tax on overnight rooms or
2 accommodations that are in any territory:

3 (j) (I) Subject to the provisions of section 43-4-612, to levy, in all
4 or any designated portion of the members of the combination OR OF THE
5 MEMBERS OF THE TRANSPORTATION PLANNING ORGANIZATION EXERCISING
6 THE POWERS OF AN AUTHORITY AS AUTHORIZED BY SECTION 43-4-622, a
7 sales or use tax, or both, at a rate not to exceed one percent upon every
8 transaction or other incident with respect to which a sales or use tax is
9 levied by the state; except that, ~~on and after January 1, 2006,~~ if the
10 authority includes territory that is within the regional transportation
11 district created and existing pursuant to article 9 of title 32, ~~C.R.S.~~, a
12 designated portion of the members of the combination OR OF THE
13 MEMBERS OF THE TRANSPORTATION PLANNING ORGANIZATION in which
14 a new tax is levied ~~shall~~ MUST be composed of entire territories of
15 members of the combination OR OF THE MEMBERS OF THE
16 TRANSPORTATION PLANNING ORGANIZATION so that the rate of tax
17 imposed pursuant to this part 6 within the territory of any single member
18 of the combination OR OF THE MEMBERS OF THE TRANSPORTATION
19 PLANNING ORGANIZATION is uniform and except that the authority shall
20 not levy a sales or use tax on any transaction or other incident occurring
21 in any territory located outside the boundaries of the authority and within
22 the boundaries of a municipality as the boundaries of the municipality
23 exist on the date the authority is created without the consent of the
24 governing body of the municipality or outside the boundaries of the
25 authority and within the unincorporated boundaries of a county as the
26 unincorporated boundaries exist on the date the authority is created
27 without the consent of the governing body of the county. Subject to the

1 provisions of section 43-4-612, the authority may elect to levy any such
2 sales or use tax at different rates in different designated portions of the
3 members of the combination OR OF THE MEMBERS OF THE
4 TRANSPORTATION PLANNING ORGANIZATION; except that, ~~on and after~~
5 ~~January 1, 2006~~, if the authority includes territory that is within the
6 regional transportation district, a designated portion of the members of
7 the combination OR OF THE MEMBERS OF THE TRANSPORTATION PLANNING
8 ORGANIZATION in which a new tax is levied ~~shall~~ MUST be composed of
9 entire territories of members of the combination OR OF THE MEMBERS OF
10 THE TRANSPORTATION PLANNING ORGANIZATION so that the rate of tax
11 imposed pursuant to this part 6 within the territory of any single member
12 of the combination OR OF THE TRANSPORTATION PLANNING ORGANIZATION
13 is uniform. If the authority so elects, it shall submit a single ballot
14 question that lists all of the different rates to the registered electors of all
15 designated portions of the members of the combination OR OF THE
16 TRANSPORTATION PLANNING ORGANIZATION in which the proposed sales
17 or use tax is to be levied. The tax imposed pursuant to this ~~paragraph (j)~~
18 SUBSECTION (1)(j) is in addition to any other sales or use tax imposed
19 pursuant to law. If a member of the combination OR OF THE
20 TRANSPORTATION PLANNING ORGANIZATION is located within more than
21 one authority, the sales or use tax, or both, authorized by this ~~paragraph~~
22 ~~(j)~~ SUBSECTION (1)(j) shall not exceed one percent upon every transaction
23 or other incident with respect to which a sales or use tax is levied by the
24 state. The executive director of the department of revenue shall collect,
25 administer, and enforce the sales or use tax, to the extent feasible, in the
26 manner provided in section 29-2-106. ~~C.R.S.~~ The director shall make
27 monthly distributions of the tax collections to the authority, which shall

1 apply the proceeds solely to the financing, construction, operation, or
2 maintenance of regional transportation systems. The department shall
3 retain an amount not to exceed the ~~net incremental~~ TOTAL cost of the
4 collection, administration, and enforcement and shall transmit the amount
5 to the state treasurer, who shall credit the same to the regional
6 transportation authority sales tax fund, which fund is hereby created. The
7 amounts so retained are hereby appropriated annually from the fund to the
8 department to the extent necessary for the department's collection,
9 administration, and enforcement of ~~the provisions~~ of this part 6. Any
10 ~~moneys~~ MONEY remaining in the fund attributable to taxes collected in the
11 prior fiscal year shall be transmitted to the authority; except that, prior to
12 the transmission to the authority of such ~~moneys~~ MONEY, any ~~moneys~~
13 MONEY appropriated from the general fund to the department for the
14 collection, administration, and enforcement of the tax for the prior fiscal
15 year shall be repaid.

16 (2) (a) The board may include property within or exclude property
17 from the boundaries of the authority in the manner provided in this
18 subsection (2). Property may not be included within the boundaries of the
19 authority unless it is within the boundaries of the members of the
20 combination OR OF THE TRANSPORTATION PLANNING ORGANIZATION
21 EXERCISING THE POWERS OF AN AUTHORITY AS AUTHORIZED BY SECTION
22 43-4-622 at the time of the inclusion. Property located within the
23 boundaries of a municipality that is not a member of the combination OR
24 OF THE TRANSPORTATION PLANNING ORGANIZATION as the boundaries of
25 the municipality exist on the date the property is included may not be
26 included without the consent of the governing body of ~~such~~ THE
27 municipality, and property within the unincorporated boundaries of a

1 county that is not a member of the combination OR OF THE
2 TRANSPORTATION PLANNING ORGANIZATION as the unincorporated
3 boundaries of the county exist on the date the property is included may
4 not be included without the consent of the governing body of ~~such~~ THE
5 county.

6 **SECTION 39.** In Colorado Revised Statutes, 43-4-611, **amend**
7 (2) as follows:

8 **43-4-611. Powers of governmental units.** (2) To assist in the
9 financing, construction, operation, or maintenance of a regional
10 transportation system, any county, municipality, or special district that is
11 a member of a combination OR OF A TRANSPORTATION PLANNING
12 ORGANIZATION EXERCISING THE POWERS OF AN AUTHORITY AS
13 AUTHORIZED BY SECTION 43-4-622 may, by contract, pledge to the
14 authority all or a portion of the revenues it receives from the highway
15 users tax fund or from any other legally available funds. The authority
16 shall apply revenues that it receives pursuant to the pledge to the
17 financing, construction, operation, or maintenance of any regional
18 transportation system. The authority may refuse to accept any revenues
19 that would cause a member of the combination OR OF THE
20 TRANSPORTATION PLANNING ORGANIZATION to exceed its allowable fiscal
21 year spending under section 20 of article X of the state constitution and
22 that could result in a refund of excess revenues under said section 20.

23 **SECTION 40.** In Colorado Revised Statutes, 43-4-612, **amend**
24 (1) as follows:

25 **43-4-612. Referendum.** (1) (a) No action by an authority to
26 establish or increase any tax authorized by this part 6 shall take effect
27 unless first submitted to a vote of the registered electors of that portion of

1 the combination OR THAT PORTION OF THE TERRITORY IN WHICH A
2 TRANSPORTATION PLANNING ORGANIZATION IS AUTHORIZED TO EXERCISE
3 THE POWERS OF AN AUTHORITY in which the tax is proposed to be
4 collected.

5 (b) THE EFFECTIVE DATE OF ANY SALES OR USE TAX ADOPTED
6 UNDER THIS PART 6 MUST BE EITHER JANUARY 1 OR JULY 1 FOLLOWING
7 THE DATE OF THE ELECTION IN WHICH THE SALES OR USE TAX IS APPROVED,
8 AND THE BOARD SHALL NOTIFY THE EXECUTIVE DIRECTOR OF THE
9 DEPARTMENT OF REVENUE OF THE ADOPTION OF A SALES OR USE TAX
10 PROPOSAL AT LEAST FORTY-FIVE DAYS PRIOR TO THE EFFECTIVE DATE OF
11 THE TAX. IF A SALES OR USE TAX PROPOSAL IS APPROVED AT AN ELECTION
12 HELD LESS THAN FORTY-FIVE DAYS PRIOR TO THE JANUARY 1 OR JULY 1
13 FOLLOWING THE DATE OF THE ELECTION, THE TAX SHALL NOT BE
14 EFFECTIVE UNTIL THE NEXT SUCCEEDING JANUARY 1 OR JULY 1.

15 **SECTION 41.** In Colorado Revised Statutes, **amend** 43-4-615 as
16 follows:

17 **43-4-615. Agreement of the state not to limit or alter rights of**
18 **obligees.** The state hereby pledges and agrees with the holders of any
19 bonds issued under this part 6 and with those parties who enter into
20 contracts with an authority or any member of ~~the~~ A combination OR
21 MEMBER OF A TRANSPORTATION PLANNING ORGANIZATION EXERCISING
22 THE POWERS OF AN AUTHORITY AS AUTHORIZED BY SECTION 43-4-622
23 pursuant to this part 6 that the state will not impair the rights vested in the
24 authority or the rights or obligations of any person with which the
25 authority contracts to fulfill the terms of any agreements made pursuant
26 to this part 6. The state further agrees that it will not impair the rights or
27 remedies of the holders of any bonds of the authority until the bonds have

1 been paid or until adequate provision for payment has been made. The
2 authority may include this provision and undertaking for the state in ~~such~~
3 THE bonds.

4 **SECTION 42.** In Colorado Revised Statutes, **add** 43-4-622 as
5 follows:

6 **43-4-622. Exercise of authority powers by transportation**
7 **planning organization.** (1) BY ADOPTING A RESOLUTION, THE BOARD OF
8 A TRANSPORTATION PLANNING ORGANIZATION MAY AUTHORIZE ITSELF TO
9 EXERCISE SOME OR ALL OF THE POWERS OF AN AUTHORITY SET FORTH IN
10 THIS PART 6 WITHIN THE REGION OR ANY PORTION OF THE REGION OF THE
11 TRANSPORTATION PLANNING ORGANIZATION.

12 (2) THE EXERCISE OF THE POWERS OF AN AUTHORITY BY A
13 TRANSPORTATION PLANNING ORGANIZATION IS SUBJECT TO ALL
14 REQUIREMENTS AND LIMITATIONS SET FORTH IN THIS PART 6 OR ANY
15 OTHER LAW INCLUDING, BUT NOT LIMITED TO:

16 (a) THE NOTICE REQUIREMENTS SET FORTH IN SECTIONS 43-4-603
17 (1), 43-4-613, AND 43-4-614 (1);

18 (b) THE INTERGOVERNMENTAL AGREEMENT AND SERVICES
19 ELIMINATION REQUIREMENTS SET FORTH IN SECTION 43-4-603 (1.5);

20 (c) THE PUBLIC HEARING REQUIREMENTS SET FORTH IN SECTION
21 43-4-603 (3);

22 (d) THE LIMITATIONS ON THE BOARD DELEGATING CERTAIN
23 POWERS SET FORTH IN SECTION 43-4-604 (1);

24 (e) ALL REQUIREMENTS SET FORTH IN THIS PART 6 THAT REQUIRE
25 THE CONSENT OF A COUNTY OR MUNICIPALITY THAT IS NOT A MEMBER OF
26 THE TRANSPORTATION PLANNING ORGANIZATION TO OPERATIONS,
27 TAXATION, OR OTHER ACTIVITIES WITHIN ITS TERRITORY;

1 (f) ALL BOARD SUPER-MAJORITY VOTING REQUIREMENTS SET
2 FORTH IN THIS PART 6; AND

3 (g) THE VOTER APPROVAL REQUIREMENTS SET FORTH IN SECTION
4 43-4-612.

5 (3) BEFORE COMMENCING CONSTRUCTION OF A REGIONAL
6 TRANSPORTATION SYSTEM, A TRANSPORTATION PLANNING ORGANIZATION
7 EXERCISING THE POWERS OF AN AUTHORITY SHALL COMPLY WITH THE
8 PROCEDURES AND GUIDELINES ADOPTED BY THE TRANSPORTATION
9 COMMISSION PURSUANT TO SECTION 43-1-128 (3) AND ANALYZE AND
10 DOCUMENT TO THE DEPARTMENT OF TRANSPORTATION THE SYSTEM'S
11 ANTICIPATED IMPACTS ON THE ACHIEVEMENT OF THE STATE GREENHOUSE
12 GAS POLLUTION GOALS SET FORTH IN SECTION 25-7-102 (2)(g) AND ON
13 COMPLIANCE WITH APPLICABLE STANDARDS UNDER THE ATTAINMENT
14 PROGRAM CREATED AND DEVELOPED PURSUANT TO PART 3 OF ARTICLE 7
15 OF TITLE 25. UPON THE REQUEST OF A RURAL TRANSPORTATION PLANNING
16 ORGANIZATION, THE DEPARTMENT OF TRANSPORTATION SHALL PROVIDE
17 TECHNICAL ASSISTANCE TO FACILITATE THE COMPLETION OF THE
18 ANALYSIS.

19 (4) NOTWITHSTANDING ANY PROVISION OF THIS PART 6 TO THE
20 CONTRARY, A TRANSPORTATION PLANNING ORGANIZATION MAY NOT
21 EXERCISE ANY OF THE POWERS OF AN AUTHORITY WITHIN THE BOUNDARIES
22 OF AN EXISTING AUTHORITY WITHOUT THE PRIOR APPROVAL OF THE BOARD
23 OF THE EXISTING AUTHORITY BY ADOPTION OF A RESOLUTION BY THE
24 AFFIRMATIVE VOTE OF TWO-THIRDS OF THE DIRECTORS OF THE BOARD.
25 THE BOARD OF THE EXISTING AUTHORITY SHALL FILE ANY SUCH
26 RESOLUTION ADOPTED WITH THE DIRECTOR OF THE DIVISION. THE
27 DIRECTOR OF THE DIVISION SHALL NOT ISSUE THE CERTIFICATE REQUIRED

1 BY SECTION 43-4-603 (1) TO A TRANSPORTATION PLANNING
2 ORGANIZATION, IF THE TRANSPORTATION PLANNING ORGANIZATION IS
3 ATTEMPTING TO EXERCISE THE POWERS OF AN AUTHORITY WITHIN THE
4 BOUNDARIES OF AN EXISTING AUTHORITY WITHOUT THE EXISTING
5 AUTHORITY'S DULY ADOPTED AND FILED RESOLUTION OF APPROVAL.

6 **SECTION 43.** In Colorado Revised Statutes, 43-4-705, **repeal**
7 (2)(a)(II.5) and (13)(b) as follows:

8 **43-4-705. Revenue anticipation notes - ballot issue - repeal.**

9 (2) (a) Subject to the provisions of this subsection (2), the principal of
10 and interest on revenue anticipation notes and any costs associated with
11 the issuance and administration of such notes shall be payable solely
12 from:

13 ~~(II.5) Money transferred from the general fund to the state~~
14 ~~highway fund pursuant to section 24-75-219 (5)(c); and~~

15 ~~(13) (b) (I) Subject to voter approval of the ballot issue submitted~~
16 ~~at the November 2021 statewide election pursuant to subsection~~
17 ~~(13)(b)(III) of this section and the repayment funding commitment~~
18 ~~requirement specified in subsection (13)(b)(II) of this section, the~~
19 ~~executive director shall issue additional transportation revenue~~
20 ~~anticipation notes in a maximum amount of one billion three hundred~~
21 ~~thirty-seven million dollars and with a maximum repayment cost of one~~
22 ~~billion eight hundred sixty-five million dollars. The maximum repayment~~
23 ~~term for any notes issued pursuant to this subsection (13)(b) is twenty~~
24 ~~years, and the certificate, trust indenture, or other instrument authorizing~~
25 ~~their issuance shall provide that the state may pay the notes in full without~~
26 ~~penalty no later than ten years following the date of issuance.~~

27 ~~(II) Notwithstanding section 43-1-113 (19) and subsection (12)(a)~~

1 of this section, before issuing any revenue anticipation notes as
2 authorized by subsection (13)(b)(I) of this section, the transportation
3 commission shall adopt a resolution in which it agrees, subject to the
4 requirements of section 43-4-706 (2), that it intends to annually allocate
5 from legally available money under its control any amount needed for
6 payment of the notes until the notes are fully repaid. The commission
7 shall first allocate for payment of the notes money transferred from the
8 general fund to the state highway fund pursuant to section 24-75-219
9 (5)(b) and any money allocated by the commission from the transportation
10 revenue anticipation notes reserve account created in section 43-4-714 (2)
11 and thereafter shall allocate for payment of the notes any other legally
12 available money under its control.

13 (III) The secretary of state shall submit to the registered electors
14 of the state for their approval or rejection at the November 2021 statewide
15 election the following ballot issue: "Shall state of Colorado debt be
16 increased \$1,337,000,000, with a maximum repayment cost of
17 \$1,865,000,000, without raising taxes, through the issuance of
18 transportation revenue anticipation notes for the purpose of addressing
19 critical priority transportation needs in the state by financing
20 transportation projects, shall note proceeds and investment earnings on
21 note proceeds be excluded from state fiscal year spending limits, and shall
22 the amount of lease-purchase agreements required by current law to be
23 issued for the purpose of financing transportation projects be reduced?"

24 (IV) No later than May 1, 2021, the department shall provide to
25 the director of research of the legislative council the most recent available
26 list of qualified federal aid transportation projects, including multimodal
27 capital projects, that are designated for tier 1 funding as ten-year

1 development program projects on the department's 2021 development
2 program project list and that the department will fund with proceeds of
3 any transportation revenue anticipation notes issued as authorized by this
4 subsection (13)(b). In order to fully inform the voters of the state
5 concerning the projects to be funded with proceeds of any such additional
6 transportation revenue anticipation notes before the voters vote on the
7 ballot question specified in subsection (13)(b)(III) of this section, the
8 director of research shall publish the list, including any subsequent
9 updates to the list made before final approval by the legislative council of
10 the 2021 ballot information booklet prepared pursuant to section
11 1-40-124.5, which updates the department shall expeditiously provide to
12 the director of research, in the ballot information booklet.

13 (V) (A) (Deleted by amendment, L. 2019.)

14 (B) This subsection (13)(b) is repealed, effective January 1, 2022,
15 if a majority of the electors voting on the ballot issue in subsection
16 (13)(b)(III) of this section vote "No/Against".

17 (C) This subsection (13)(b)(V) is repealed, effective January 1,
18 2022, if a majority of the electors voting on the ballot issue in subsection
19 (13)(b)(III) of this section vote "Yes/For".

20 **SECTION 44.** In Colorado Revised Statutes, 43-4-802, **amend**
21 (2)(c), (2)(d), (2)(f), and (3)(a) introductory portion as follows:

22 **43-4-802. Legislative declaration.** (2) The general assembly
23 further finds and declares that:

24 (c) Increasing funding for designated bridge projects, TUNNEL
25 PROJECTS, and road safety projects in the short- and medium-term through
26 the imposition of bridge and road safety surcharges, A BRIDGE AND
27 TUNNEL IMPACT FEE, and other new fees at rates reasonably calculated

1 based on the benefits received by the persons paying the fees will not only
2 provide funding to complete the projects but will also accelerate the
3 state's economic recovery by increasing bridge, TUNNEL, and road
4 construction, repair, reconstruction, and maintenance activity, as well as
5 related economic activity, and by employing significant numbers of
6 Coloradans;

7 (d) The creation of a statewide bridge AND TUNNEL enterprise
8 authorized to complete designated bridge projects AND TUNNEL PROJECTS,
9 to impose a bridge safety surcharge AND A BRIDGE AND TUNNEL IMPACT
10 FEE and issue revenue bonds, and, if required approvals are obtained, to
11 contract with the state to receive one or more loans of moneys received
12 by the state under the terms of one or more lease-purchase agreements
13 authorized by this part 8 and to use the revenues generated by the bridge
14 safety surcharge AND THE BRIDGE AND TUNNEL IMPACT FEE to repay any
15 such loan or loans, will improve the safety and efficiency of the state
16 transportation system by allowing the state to accelerate the repair,
17 reconstruction, and replacement of structurally deficient, functionally
18 obsolete, and rated as poor bridges AND REPAIR, MAINTAIN, AND MORE
19 SAFELY OPERATE TUNNELS;

20 (f) Granting the bridge enterprise and the transportation enterprise
21 both responsibility for the completion, respectively, of designated bridge
22 projects AND TUNNEL PROJECTS and other important surface transportation
23 projects and the flexibility to execute their respective missions in a variety
24 of innovative ways will ensure that available resources for such projects
25 are efficiently and effectively leveraged so that both the projects and the
26 state's economic recovery can be completed as quickly as possible.

27 (3) The general assembly further finds and declares that:

1 (a) While it is necessary, appropriate, and in the best interests of
2 the state to fund designated bridge projects, TUNNEL PROJECTS, and
3 highway safety projects and stimulate economic recovery in the short- and
4 medium-term, the state must also develop a long-term strategy to provide
5 sustainable long-term revenue streams dedicated for the construction of
6 important surface transportation infrastructure projects and the continuing
7 maintenance, repair, and reconstruction of the statewide surface
8 transportation system that will:

9 **SECTION 45.** In Colorado Revised Statutes, 43-4-803, **amend**
10 (4) and (7); and **add** (26.5) as follows:

11 **43-4-803. Definitions.** As used in this part 8, unless the context
12 otherwise requires:

13 (4) "Bridge enterprise" means the statewide bridge AND TUNNEL
14 enterprise created in section 43-4-805 (2).

15 (7) "Bridge special fund" means the statewide bridge AND TUNNEL
16 enterprise special revenue fund created in section 43-4-805 (3)(a).

17 (26.5) "TUNNEL PROJECT" MEANS A PROJECT TO REPAIR,
18 MAINTAIN, OR ENHANCE THE OPERATION OF ANY TUNNEL THAT IS PART OF
19 THE STATE HIGHWAY SYSTEM.

20 **SECTION 46.** In Colorado Revised Statutes, 43-4-804, **amend**
21 (1)(a)(I) introductory portion and (1)(b)(I); and **add** (1)(a)(VIII) and
22 (1)(b)(IV) as follows:

23 **43-4-804. Highway safety projects - surcharges and fees -**
24 **crediting of money to highway users tax fund - definition.** (1) On and
25 after July 1, 2009, the following surcharges, fees, and fines shall be
26 collected and credited to the highway users tax fund created in section
27 43-4-201 (1)(a) and allocated to the state highway fund, counties, and

1 municipalities as specified in section 43-4-205 (6.3):

2 (a) (I) A road safety surcharge, which, except as otherwise
3 provided in subsections (1)(a)(II) and (1)(a)(VI) of this section, is
4 imposed for any registration period that commences on or after July 1,
5 2009, upon the registration of any vehicle for which a registration fee
6 must be paid pursuant to ~~the provisions of~~ part 3 of article 3 of title 42.
7 Except as otherwise provided in subsections ~~(1)(a)(IV) and (1)(a)(V)~~
8 (1)(a)(IV), (1)(a)(V), AND (1)(a)(VIII) of this section, the amount of the
9 surcharge is:

10 (VIII) (A) FOR ANY REGISTRATION PERIOD THAT BEGINS ON OR
11 AFTER JANUARY 1, 2022, BUT BEFORE JANUARY 1, 2023, THE AMOUNT OF
12 EACH ROAD SAFETY SURCHARGE IMPOSED PURSUANT TO SUBSECTION
13 (1)(a)(I) OF THIS SECTION IS REDUCED BY ELEVEN DOLLARS AND TEN
14 CENTS.

15 (B) FOR ANY REGISTRATION PERIOD THAT BEGINS ON OR AFTER
16 JANUARY 1, 2023, BUT BEFORE JANUARY 1, 2024, THE AMOUNT OF EACH
17 ROAD SAFETY SURCHARGE IMPOSED PURSUANT TO SUBSECTION (1)(a)(I)
18 OF THIS SECTION IS REDUCED BY FIVE DOLLARS AND FIFTY-FIVE CENTS.

19 (b) (I) (A) Except as otherwise provided in ~~subparagraph (H) of~~
20 ~~this paragraph (b)~~ SUBSECTIONS (1)(b)(III) AND (1)(b)(IV) OF THIS
21 SECTION, a daily vehicle rental fee is imposed on all short-term vehicle
22 rentals at the rate of two dollars per day; except that a subsequent renewal
23 of a short-term vehicle rental is exempt from the fee to the extent that the
24 renewal extends the total rental period beyond thirty days. The rental
25 invoice shall list the daily vehicle rental fee separately as a Colorado road
26 safety program fee. ON AND AFTER JULY 1, 2022, A CAR SHARING
27 PROGRAM, AS DEFINED IN SECTION 6-1-1202 (4), SHALL COLLECT THE

1 DAILY VEHICLE RENTAL FEE FOR ANY SHORT-TERM VEHICLE RENTAL OF
2 TWENTY-FOUR HOURS OR LONGER THAT IS ENABLED BY THE CAR SHARING
3 PROGRAM.

4 (B) As used in this ~~section~~ SUBSECTION (1)(b), "short-term vehicle
5 rental" means the rental of any motor vehicle, as defined in section
6 42-1-102 (58), ~~C.R.S.~~, with a gross vehicle weight rating of twenty-six
7 thousand pounds or less that is rented within Colorado for a period of not
8 more than thirty days.

9 (IV) (A) FOR SHORT-TERM VEHICLE RENTALS BEGINNING DURING
10 STATE FISCAL YEAR 2022-23 AND FOR SHORT-TERM VEHICLE RENTAL
11 PERIODS BEGINNING DURING ANY SUBSEQUENT STATE FISCAL YEAR, THE
12 DEPARTMENT OF REVENUE SHALL ANNUALLY ADJUST THE AMOUNT OF THE
13 DAILY VEHICLE RENTAL FEE FOR INFLATION. THE DEPARTMENT OF
14 REVENUE SHALL CALCULATE THE INFLATION ADJUSTED AMOUNT OF THE
15 SHORT-TERM VEHICLE RENTAL FEE FOR EACH STATE FISCAL YEAR AND
16 SHALL PUBLISH THE AMOUNT NO LATER THAN THE MAY 1 OF THE
17 CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR BEGINS.

18 (B) AS USED IN THIS SUBSECTION (1)(b)(IV), "INFLATION" MEANS
19 THE AVERAGE ANNUAL PERCENTAGE CHANGE IN THE UNITED STATES
20 DEPARTMENT OF LABOR, BUREAU OF LABOR STATISTICS, CONSUMER PRICE
21 INDEX FOR DENVER-AURORA-LAKEWOOD FOR ALL ITEMS AND ALL URBAN
22 CONSUMERS, OR ITS APPLICABLE PREDECESSOR OR SUCCESSOR INDEX, FOR
23 THE FIVE YEARS ENDING ON THE LAST DECEMBER 31 BEFORE A STATE
24 FISCAL YEAR FOR WHICH AN INFLATION ADJUSTMENT TO THE SHORT-TERM
25 VEHICLE RENTAL FEE IS TO BE MADE BEGINS.

26 **SECTION 47.** In Colorado Revised Statutes, 43-4-805, **amend**
27 (1), (2)(a)(I), (2)(b) introductory portion, (2)(b)(I), (2)(c), (3)(a), (3)(c),

1 (4), (5)(c), (5)(k), (5)(r)(I), and (5)(r)(III)(A); and **add** (5)(g.5) and
2 (5)(g.7) as follows:

3 **43-4-805. Statewide bridge enterprise - creation - board -**
4 **funds - powers and duties - legislative declaration - definition.**

5 (1) The general assembly hereby finds and declares that:

6 (a) The completion of designated bridge projects AND TUNNEL
7 PROJECTS is essential to address increasing traffic congestion and delays,
8 hazards, injuries, and fatalities;

9 (b) Due to the limited availability of state and federal funding and
10 the need to accomplish the financing, repair, reconstruction, and
11 replacement of designated bridges AND TUNNEL PROJECTS as promptly and
12 efficiently as possible, it is necessary to create a statewide bridge AND
13 TUNNEL enterprise and to authorize the enterprise to:

14 (I) Enter into agreements with the commission or the department
15 to finance, repair, reconstruct, and replace designated bridges AND
16 COMPLETE TUNNEL PROJECTS in the state; and

17 (II) Impose a bridge safety surcharge, A BRIDGE AND TUNNEL
18 IMPACT FEE, AND A BRIDGE AND TUNNEL RETAIL DELIVERY FEE at rates
19 reasonably calculated to defray the costs of completing designated bridge
20 projects AND TUNNEL PROJECTS and distribute the burden of defraying the
21 costs in a manner based on the benefits received by persons paying the
22 fees and using designated bridges AND TUNNELS AND RECEIVING RETAIL
23 DELIVERIES, receive and expend ~~revenues~~ REVENUE generated by the
24 surcharge AND FEES and other ~~moneys~~ MONEY, issue revenue bonds and
25 other obligations, contract with the state, if required approvals are
26 obtained, to receive one or more loans of ~~moneys~~ MONEY received by the
27 state under the terms of one or more lease-purchase agreements

1 authorized by this part 8, expend ~~revenues~~ REVENUE generated by the
2 surcharge to repay any such loan or loans received, and exercise other
3 powers necessary and appropriate to carry out its purposes; and

4 (c) The creation of a statewide bridge AND TUNNEL enterprise is
5 in the public interest and will promote the health, safety, and welfare of
6 all Coloradans and visitors to the state by providing bridges AND
7 REPAIRING, MAINTAINING, AND OPERATING TUNNELS IN A MANNER that
8 ~~incorporate~~ INCORPORATES the benefits of advanced engineering design,
9 experience, and safety.

10 (2) (a) (I) The SCOPE OF THE EXISTING statewide bridge
11 enterprise is hereby created IN THIS SUBSECTION (2)(a)(I) IN 2009 IS
12 HEREBY EXPANDED TO INCLUDE BOTH DESIGNATED BRIDGE PROJECTS AND
13 SURFACE TRANSPORTATION INFRASTRUCTURE PROJECTS FOR TUNNELS,
14 AND THE NAME OF THE EXPANDED ENTERPRISE IS THE STATEWIDE BRIDGE
15 AND TUNNEL ENTERPRISE. The bridge enterprise ~~shall be and shall operate~~
16 IS AND OPERATES as a government-owned business within the department.
17 The commission shall serve as the bridge enterprise board and shall, with
18 the consent of the executive director, appoint a bridge enterprise director
19 who shall possess such qualifications as may be established by the
20 commission and the state personnel board. The bridge enterprise director
21 shall oversee the discharge of all responsibilities of the bridge enterprise
22 and shall serve at the pleasure of the bridge enterprise board.

23 (b) The business purpose of the bridge enterprise is to finance,
24 repair, reconstruct, and replace any designated bridge in the state and
25 COMPLETE TUNNEL PROJECTS AND, as agreed upon by the enterprise and
26 the commission, or the department to the extent authorized by the
27 commission, to maintain the bridges it finances, repairs, reconstructs, and

1 replaces. To allow the bridge enterprise to accomplish this purpose and
2 fully exercise its powers and duties through the bridge enterprise board,
3 the bridge enterprise may:

4 (I) Impose a bridge safety surcharge, a bridge and tunnel impact
5 fee, and a bridge and tunnel retail delivery fee as authorized in ~~paragraph~~
6 ~~(g) of subsection (5)~~ BY SUBSECTIONS (5)(g), (5)(g.5), AND (5)(g.7) of this
7 section;

8 (c) The bridge enterprise shall constitute an enterprise for
9 purposes of section 20 of article X of the state constitution so long as it
10 retains the authority to issue revenue bonds and receives less than ten
11 percent of its total revenues in grants from all Colorado state and local
12 governments combined. So long as it constitutes an enterprise pursuant
13 to this ~~paragraph (c)~~ SUBSECTION (2)(c), the bridge enterprise shall not be
14 subject to any provisions of section 20 of article X of the state
15 constitution. Consistent with the determination of the Colorado supreme
16 court in *Nicholl v. E-470 Public Highway Authority*, 896 P.2d 859 (Colo.
17 1995), that the power to impose taxes is inconsistent with "enterprise"
18 status under section 20 of article X of the state constitution, the general
19 assembly finds and declares that a bridge safety surcharge, A BRIDGE AND
20 TUNNEL IMPACT FEE, OR A BRIDGE AND TUNNEL RETAIL DELIVERY FEE
21 imposed by the bridge enterprise pursuant to ~~paragraph (g) of subsection~~
22 ~~(5)~~ AS AUTHORIZED BY SUBSECTION (5)(g), (5)(g.5), OR (5)(g.7) of this
23 section is not a tax but is instead a fee imposed by the bridge enterprise
24 to defray the cost of completing designated bridge projects AND TUNNEL
25 PROJECTS that the enterprise provides as a specific service to the persons
26 upon whom the fee is imposed and at rates reasonably calculated based
27 on the benefits received by such persons.

1 (3) (a) The statewide bridge AND TUNNEL enterprise special
2 revenue fund, referred to in this part 8 as the "bridge special fund", is
3 hereby created in the state treasury. All ~~revenues~~ REVENUE received by
4 the bridge enterprise, including, but not limited to, ~~any revenues~~ REVENUE
5 from a bridge safety surcharge ~~collected pursuant to paragraph (g) of~~
6 ~~subsection (5)~~ IMPOSED AS AUTHORIZED BY SUBSECTION (5)(g) of this
7 section, REVENUE FROM A BRIDGE AND TUNNEL IMPACT FEE IMPOSED AS
8 AUTHORIZED BY SUBSECTION (5)(g.5) OF THIS SECTION, REVENUE FROM A
9 BRIDGE AND TUNNEL RETAIL DELIVERY FEE IMPOSED AS AUTHORIZED BY
10 SUBSECTION (5)(g.7) OF THIS SECTION, and any ~~moneys~~ MONEY loaned to
11 the enterprise by the state pursuant to ~~paragraph (r) of subsection (5) of~~
12 SUBSECTION (5)(r) of this section, shall be deposited into the bridge
13 special fund. The bridge enterprise board may establish separate accounts
14 within the bridge special fund as needed in connection with any specific
15 designated bridge ~~project OR TUNNEL PROJECT~~. The bridge enterprise also
16 may deposit or permit others to deposit other ~~moneys~~ MONEY into the
17 bridge special fund, but in no event may ~~revenues~~ REVENUE from any tax
18 otherwise available for general purposes be deposited into the bridge
19 special fund. The state treasurer, after consulting with the bridge
20 enterprise board, shall invest any ~~moneys~~ MONEY in the bridge special
21 fund, including any surplus or reserves, but excluding any proceeds from
22 the sale of bonds or earnings on such proceeds invested pursuant to
23 section 43-4-807 (2), that are not needed for immediate use. Such ~~moneys~~
24 MONEY may be invested in the types of investments authorized in sections
25 24-36-109, 24-36-112, and 24-36-113. ~~C.R.S.~~

26 (c) The bridge enterprise may expend ~~moneys~~ MONEY in the
27 bridge special fund to pay bond or loan obligations, to fund the

1 administration, planning, financing, repair, reconstruction, replacement,
2 or maintenance of designated bridges AND THE COMPLETION OF TUNNEL
3 PROJECTS, and for the acquisition of land to the extent required in
4 connection with any designated bridge project. The bridge enterprise may
5 also expend ~~moneys~~ MONEY in the bridge special fund to pay its operating
6 costs and expenses. The bridge enterprise board shall have exclusive
7 authority to budget and approve the expenditure of ~~moneys~~ MONEY in the
8 bridge special fund.

9 (4) The commission may transfer ~~moneys~~ MONEY from the state
10 highway fund created in section 43-1-219 to the bridge enterprise for the
11 purpose of defraying expenses incurred by the enterprise prior to the
12 receipt of bond proceeds or ~~revenues~~ REVENUE by the enterprise. The
13 bridge enterprise may accept and expend any ~~moneys~~ MONEY so
14 transferred, and, notwithstanding any state fiscal rule or generally
15 accepted accounting principle that could otherwise be interpreted to
16 require a contrary conclusion, such a transfer shall constitute a loan from
17 the commission to the bridge enterprise and shall not be considered a
18 grant for purposes of section 20 (2)(d) of article X of the state
19 constitution. As the bridge enterprise receives sufficient revenues in
20 excess of expenses, the enterprise shall reimburse the state highway fund
21 for the principal amount of any loan from the state highway fund made by
22 the commission plus interest at a rate set by the commission. Any ~~moneys~~
23 MONEY loaned from the state highway fund to the bridge enterprise
24 pursuant to this section shall be deposited into a fund to be known as the
25 statewide bridge AND TUNNEL enterprise operating fund, which fund is
26 hereby created, and shall not be deposited into the bridge special fund.
27 ~~Moneys~~ MONEY from the bridge special fund may, however, be used to

1 reimburse the state highway fund for the amount of any loan from the
2 state highway fund or any interest thereon.

3 (5) In addition to any other powers and duties specified in this
4 section, the bridge enterprise board has the following powers and duties:

5 (c) To issue revenue bonds, payable solely from the bridge special
6 fund, for the purpose of paying the cost of financing, repairing,
7 reconstructing, replacing, and maintaining designated bridges AND
8 COMPLETING TUNNEL PROJECTS;

9 (g.5) (I) IN FURTHERANCE OF ITS BUSINESS PURPOSE, TO IMPOSE A
10 BRIDGE AND TUNNEL IMPACT FEE TO BE PAID IN THE AMOUNT IMPOSED BY
11 THE BRIDGE ENTERPRISE AS AUTHORIZED BY SUBSECTION (5)(g.5)(II) OR
12 (5)(g.5)(III) OF THIS SECTION BY EACH DISTRIBUTOR OF SPECIAL FUEL, AS
13 DEFINED IN SECTION 43-4-217 (2)(c), THAT PAYS THE EXCISE TAX IMPOSED
14 ON SPECIAL FUEL PURSUANT TO ARTICLE 27 OF TITLE 39, AT THE SAME
15 TIME AND IN THE SAME MANNER AS THE EXCISE TAX AND THE ROAD USAGE
16 FEE IMPOSED PURSUANT TO SECTION 43-4-217 (3) AND (4). FOR THE
17 PURPOSE OF MINIMIZING COMPLIANCE COSTS FOR DISTRIBUTORS AND
18 ADMINISTRATIVE COSTS FOR THE STATE, THE DEPARTMENT OF REVENUE
19 SHALL COLLECT AND ADMINISTER THE BRIDGE AND TUNNEL IMPACT FEE ON
20 BEHALF OF THE BRIDGE ENTERPRISE IN THE SAME MANNER IN WHICH IT
21 COLLECTS AND ADMINISTERS THE EXCISE TAX AND THE ROAD USAGE FEE
22 IMPOSED PURSUANT TO SECTION 43-4-217 (3) AND (4).

23 (II) FOR EACH GALLON OF SPECIAL FUEL ACQUIRED, SOLD, OFFERED
24 FOR SALE, OR USED IN THIS STATE DURING STATE FISCAL YEARS 2022-23
25 THROUGH 2031-32, THE BRIDGE ENTERPRISE SHALL IMPOSE THE BRIDGE
26 AND TUNNEL IMPACT FEE IN AN AMOUNT OF UP TO:

27 (A) TWO CENTS PER GALLON FOR STATE FISCAL YEAR 2022-23;

1 (B) THREE CENTS PER GALLON FOR STATE FISCAL YEAR 2023-24;
2 (C) FOUR CENTS PER GALLON FOR STATE FISCAL YEAR 2024-25;
3 (D) FIVE CENTS PER GALLON FOR STATE FISCAL YEAR 2025-26;
4 (E) SIX CENTS PER GALLON FOR STATE FISCAL YEAR 2026-27;
5 (F) SEVEN CENTS PER GALLON FOR STATE FISCAL YEAR 2027-28;
6 AND
7 (G) EIGHT CENTS PER GALLON FOR STATE FISCAL YEARS 2028-29
8 THROUGH 2031-32.

9 (III) FOR EACH GALLON OF SPECIAL FUEL ACQUIRED, SOLD,
10 OFFERED FOR SALE, OR USED IN THIS STATE DURING STATE FISCAL YEARS
11 2032-33 OR DURING ANY SUBSEQUENT STATE FISCAL YEAR, THE BRIDGE
12 ENTERPRISE SHALL IMPOSE THE BRIDGE AND TUNNEL IMPACT FEE IN AN
13 AMOUNT OF UP TO THE MAXIMUM AMOUNT OF THE FEE FOR THE PRIOR
14 STATE FISCAL YEAR ADJUSTED FOR INFLATION. THE BRIDGE ENTERPRISE
15 SHALL NOTIFY THE DEPARTMENT OF REVENUE OF THE AMOUNT OF THE
16 BRIDGE AND TUNNEL IMPACT FEE TO BE COLLECTED FOR EACH STATE
17 FISCAL YEAR NO LATER THAN MARCH 15 OF THE CALENDAR YEAR IN
18 WHICH THE STATE FISCAL YEAR BEGINS, AND THE DEPARTMENT OF
19 REVENUE SHALL PUBLISH THE AMOUNT NO LATER THAN APRIL 15 OF THE
20 CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR BEGINS.

21 (IV) AS USED IN THIS SUBSECTION (5)(g.5) "INFLATION" MEANS
22 THE AVERAGE ANNUAL PERCENTAGE CHANGE IN THE UNITED STATES
23 DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION,
24 NATIONAL HIGHWAY CONSTRUCTION COST INDEX OR ITS APPLICABLE
25 PREDECESSOR OR SUCCESSOR INDEX FOR THE FIVE-YEAR PERIOD ENDING
26 ON THE LAST DECEMBER 31 BEFORE A STATE FISCAL YEAR FOR WHICH AN
27 ADJUSTMENT TO THE BRIDGE AND TUNNEL IMPACT FEE IMPOSED AS

1 AUTHORIZED BY THIS SUBSECTION (5)(g.5) IS TO BE MADE BEGINS.

2 (g.7) (I) IN FURTHERANCE OF ITS BUSINESS PURPOSE, BEGINNING
3 IN STATE FISCAL YEAR 2022-23, THE BRIDGE ENTERPRISE SHALL IMPOSE,
4 AND THE DEPARTMENT OF REVENUE SHALL COLLECT ON BEHALF OF THE
5 BRIDGE ENTERPRISE, A BRIDGE AND TUNNEL RETAIL DELIVERY FEE ON
6 EACH RETAIL DELIVERY. EACH RETAILER WHO MAKES A RETAIL DELIVERY
7 SHALL ADD TO THE PRICE OF THE RETAIL DELIVERY, COLLECT FROM THE
8 PURCHASER, AND PAY TO THE DEPARTMENT OF REVENUE AT THE TIME AND
9 IN THE MANNER PRESCRIBED BY THE DEPARTMENT IN ACCORDANCE WITH
10 SECTION 43-4-218 (6) THE BRIDGE AND TUNNEL RETAIL DELIVERY FEE.
11 FOR THE PURPOSE OF MINIMIZING COMPLIANCE COSTS FOR RETAILERS AND
12 ADMINISTRATIVE COSTS FOR THE STATE, THE DEPARTMENT OF REVENUE
13 SHALL COLLECT AND ADMINISTER THE BRIDGE AND TUNNEL RETAIL
14 DELIVERY FEE ON BEHALF OF THE BRIDGE ENTERPRISE IN THE SAME
15 MANNER IN WHICH IT COLLECTS AND ADMINISTERS THE RETAIL DELIVERY
16 FEE IMPOSED BY SECTION 43-4-218 (3).

17 (II) FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY
18 PURCHASED DURING STATE FISCAL YEAR 2022-23, THE BRIDGE ENTERPRISE
19 SHALL IMPOSE THE BRIDGE AND TUNNEL RETAIL DELIVERY FEE IN A
20 MAXIMUM AMOUNT OF TWO AND SEVEN-TENTHS CENTS.

21 (III) (A) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION
22 (5)(g.7)(III)(B) OF THIS SECTION, FOR RETAIL DELIVERIES OF TANGIBLE
23 PERSONAL PROPERTY PURCHASED DURING STATE FISCAL YEAR 2023-24 OR
24 DURING ANY SUBSEQUENT STATE FISCAL YEAR, THE BRIDGE ENTERPRISE
25 SHALL IMPOSE THE BRIDGE AND TUNNEL RETAIL DELIVERY FEE IN A
26 MAXIMUM AMOUNT THAT IS THE MAXIMUM AMOUNT FOR THE PRIOR STATE
27 FISCAL YEAR ADJUSTED FOR INFLATION. THE BRIDGE ENTERPRISE SHALL

1 NOTIFY THE DEPARTMENT OF REVENUE OF THE AMOUNT OF THE BRIDGE
2 AND TUNNEL RETAIL DELIVERY FEE TO BE COLLECTED FOR RETAIL
3 DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED DURING EACH
4 STATE FISCAL YEAR NO LATER THAN MARCH 15 OF THE CALENDAR YEAR
5 IN WHICH THE STATE FISCAL YEAR BEGINS, AND THE DEPARTMENT OF
6 REVENUE SHALL PUBLISH THE AMOUNT NO LATER THAN APRIL 15 OF THE
7 CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR BEGINS.

8 (B) THE BRIDGE ENTERPRISE IS AUTHORIZED TO ADJUST THE
9 AMOUNT OF THE BRIDGE AND TUNNEL RETAIL DELIVERY FEE FOR RETAIL
10 DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED DURING A
11 STATE FISCAL YEAR ONLY IF THE DEPARTMENT OF REVENUE ADJUSTS THE
12 AMOUNT OF THE RETAIL DELIVERY FEE IMPOSED BY SECTION 43-4-218 (3)
13 FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED
14 DURING THE STATE FISCAL YEAR.

15 (IV) AS USED IN THIS SUBSECTION (5)(g.7):

16 (A) "INFLATION" MEANS THE AVERAGE ANNUAL PERCENTAGE
17 CHANGE IN THE UNITED STATES DEPARTMENT OF LABOR, BUREAU OF
18 LABOR STATISTICS, CONSUMER PRICE INDEX FOR
19 DENVER-AURORA-LAKEWOOD FOR ALL ITEMS AND ALL URBAN
20 CONSUMERS, OR ITS APPLICABLE PREDECESSOR OR SUCCESSOR INDEX, FOR
21 THE FIVE YEARS ENDING ON THE LAST DECEMBER 31 BEFORE A STATE
22 FISCAL YEAR FOR WHICH AN INFLATION ADJUSTMENT TO BE MADE TO THE
23 BRIDGE AND TUNNEL RETAIL DELIVERY FEE IMPOSED PURSUANT TO THIS
24 SUBSECTION (5)(g.7) BEGINS.

25 (B) "RETAIL DELIVERY" MEANS A RETAIL SALE OF TANGIBLE
26 PERSONAL PROPERTY BY A RETAILER FOR DELIVERY BY A MOTOR VEHICLE
27 OWNED OR OPERATED BY THE RETAILER OR ANY OTHER PERSON TO THE

1 PURCHASER AT A LOCATION IN THE STATE, WHICH SALE INCLUDES AT
2 LEAST ONE ITEM OF TANGIBLE PERSONAL PROPERTY THAT IS SUBJECT TO
3 TAXATION UNDER ARTICLE 26 OF TITLE 39. EACH SUCH RETAIL SALE IS A
4 SINGLE RETAIL DELIVERY REGARDLESS OF THE NUMBER OF SHIPMENTS
5 NECESSARY TO DELIVER THE ITEMS OF TANGIBLE PERSONAL PROPERTY
6 PURCHASED.

7 (k) To prepare, or cause to be prepared, detailed plans,
8 specifications, or estimates for any designated bridge project OR TUNNEL
9 PROJECT within the state;

10 (r) (I) To contract with the state to borrow ~~moneys~~ MONEY under
11 the terms of one or more loan contracts entered into by the state and the
12 bridge enterprise pursuant to ~~subparagraph (H) of this paragraph (r)~~
13 SUBSECTION (5)(r)(III) OF THIS SECTION, to expend any ~~moneys~~ MONEY
14 borrowed from the state for the purpose of completing designated bridge
15 projects AND TUNNEL PROJECTS and for any other authorized purpose that
16 constitutes the construction, supervision, and maintenance of the public
17 highways of this state for purposes of section 18 of article X of the state
18 constitution, and to use ~~revenues~~ REVENUE generated by any bridge safety
19 surcharge, BRIDGE AND TUNNEL IMPACT FEE, OR BRIDGE AND TUNNEL
20 RETAIL DELIVERY FEE imposed pursuant to ~~paragraph (g) of this~~
21 ~~subsection (5)~~ SUBSECTION (5)(g), (5)(g.5), OR (5)(g.7) OF THIS SECTION
22 and any other legally available ~~moneys~~ MONEY of the bridge enterprise to
23 repay the ~~moneys~~ MONEY borrowed and any other amounts payable under
24 the terms of the loan contract.

25 (III) (A) If the state treasurer receives a list from the governor
26 pursuant to ~~subparagraph (H) of this paragraph (r)~~ SUBSECTION (5)(r)(II)
27 OF THIS SECTION, the state, acting by and through the state treasurer, may

1 enter into a loan contract with the bridge enterprise and may raise the
2 money needed to make a loan pursuant to the terms of the loan contract
3 by selling or leasing one or more of the state buildings or other state
4 capital facilities on the list. The state treasurer shall have sole discretion
5 to enter into a loan contract on behalf of the state and to determine the
6 amount of a loan; except that the principal amount of a loan shall not
7 exceed the maximum amount specified by the governor pursuant to
8 ~~subparagraph (H) of this paragraph (r)~~ SUBSECTION (5)(r)(II) OF THIS
9 SECTION. The state treasurer shall also have sole discretion to determine
10 the timing of the entry of the state into any loan contract or the sale or
11 lease of one or more state buildings or other state capital facilities. The
12 loan contract shall require the bridge enterprise to pledge to the state all
13 or a portion of the revenues of any bridge safety surcharge, BRIDGE AND
14 TUNNEL IMPACT FEE, OR BRIDGE AND TUNNEL RETAIL DELIVERY FEE
15 imposed pursuant to ~~paragraph (g) of this subsection (5)~~ SUBSECTION
16 (5)(g), (5)(g.5), OR (5)(g.7) OF THIS SECTION for the repayment of the loan
17 and may also require the BRIDGE enterprise to pledge to the state any other
18 legally available ~~revenues~~ REVENUE of the BRIDGE enterprise. Any loan
19 contract entered into by the state, acting by and through the state
20 treasurer, and the bridge enterprise pursuant to this ~~sub-subparagraph (A)~~
21 SUBSECTION (5)(r)(III)(A) and any pledge of ~~revenues~~ REVENUE by the
22 BRIDGE enterprise pursuant to such a loan contract shall be only for the
23 benefit of, and enforceable only by, the state and the BRIDGE enterprise.
24 Specifically, but without limiting the generality of said limitation, no such
25 loan contract or pledge shall be for the benefit of, or enforceable by, a
26 lessor under a lease-purchase agreement entered into pursuant to this
27 ~~subparagraph (H)~~ SUBSECTION (5)(r)(III), an owner of any instrument

1 evidencing rights to receive rentals or other payments made and to be
2 made under such a lease-purchase agreement as authorized by
3 ~~sub-subparagraph (B) of subparagraph (IV) of this paragraph (r)~~
4 SUBSECTION (5)(r)(IV)(B) OF THIS SECTION, a party to any ancillary
5 agreement or instrument entered into pursuant to ~~subparagraph (V) of this~~
6 ~~paragraph (r)~~ SUBSECTION (5)(r)(V) OF THIS SECTION, or a party to any
7 interest rate exchange agreement entered into pursuant to
8 ~~sub-subparagraph (A) of subparagraph (VII) of this paragraph (r)~~
9 SUBSECTION (5)(r)(VII)(A) OF THIS SECTION.

10 **SECTION 48.** In Colorado Revised Statutes, **amend** 43-4-1101
11 as follows:

12 **43-4-1101. Legislative declaration.** (1) The general assembly
13 hereby finds and declares that it is necessary, appropriate, and in the best
14 interest of the state to use a portion of the general fund money that is
15 dedicated for transportation purposes pursuant to section 24-75-219 ~~(5)~~
16 to fund multimodal transportation projects and operations throughout the
17 state AND TO USE A PORTION OF THE MONEY THAT IS GENERATED BY THE
18 RETAIL DELIVERY FEE IMPOSED ON THE DELIVERY OF RETAIL GOODS
19 TRANSPORTED TO THE DELIVERY SITE BY MOTOR VEHICLE PURSUANT TO
20 SECTION 43-4-218 (3) TO FUND TRANSPORTATION-RELATED GREENHOUSE
21 GAS MITIGATION EXPENSES THROUGHOUT THE STATE as authorized by this
22 part 11 because, in addition to the general benefits that it provides to all
23 Coloradans, a complete and integrated multimodal transportation system
24 THAT INCLUDES GREENHOUSE GAS MITIGATION PROJECTS AND SERVICES:

25 (a) Benefits seniors by making aging in place more feasible for
26 them;

27 (b) Benefits residents of COMMUNITIES, IN rural ~~areas~~ AND

1 DISPROPORTIONATELY IMPACTED COMMUNITIES, by providing them with
2 MORE ACCESSIBLE AND flexible public transportation services;

3 (c) Provides enhanced mobility for persons with disabilities; ~~and~~

4 (d) Provides safe routes to schools for children; AND

5 (e) Reduces EMISSIONS OF AIR POLLUTANTS, INCLUDING
6 HAZARDOUS AIR POLLUTANTS AND GREENHOUSE GASES, THAT
7 CONTRIBUTE TO ADVERSE ENVIRONMENTAL EFFECTS, INCLUDING BUT NOT
8 LIMITED TO CLIMATE CHANGE, AND ADVERSE HUMAN HEALTH EFFECTS.

9 **SECTION 49.** In Colorado Revised Statutes, 43-4-1102, **amend**
10 (4) and (5); **repeal** (1); and **add** (4.5) as follows:

11 **43-4-1102. Definitions.** As used in this part 11, unless the context
12 otherwise requires:

13 (1) ~~"Account" means the transportation revenue anticipation notes~~
14 ~~proceeds account of the multimodal transportation options fund created~~
15 ~~in section 43-4-1103 (1)(b).~~

16 (4) "Fund" means the multimodal transportation AND MITIGATION
17 options fund created in section 43-4-1103 (1)(a).

18 (4.5) "GREENHOUSE GAS MITIGATION PROJECT" MEANS A PROJECT
19 THAT HELPS ACHIEVE COMPLIANCE WITH FEDERAL OR STATE LAWS OR
20 RULES THAT REGULATE TRANSPORTATION-RELATED GREENHOUSE GAS
21 EMISSIONS BY REDUCING VEHICLE MILES TRAVELED OR INCREASING
22 MULTIMODAL TRAVEL.

23 (5) "Multimodal projects" means capital or operating costs for
24 fixed route and on-demand transit, transportation demand management
25 programs, multimodal mobility projects enabled by new technology,
26 multimodal transportation studies, MODELING TOOLS, GREENHOUSE GAS
27 MITIGATION PROJECTS, and bicycle or pedestrian projects.

1 **SECTION 50.** In Colorado Revised Statutes, 43-4-1103, **amend**
2 (1)(a), (2)(a), (2)(c), (3)(a) introductory portion, (3)(a)(I), and (3)(a)(II)
3 introductory portion; **repeal** (1)(b) and (2)(b); and **add** (2)(a)(IV), (2)(d),
4 and (3)(a.5) as follows:

5 **43-4-1103. Multimodal transportation options fund - creation**
6 **- revenue sources for fund - use of fund.** (1) (a) The multimodal
7 transportation AND MITIGATION options fund is hereby created in the state
8 treasury. The fund consists of money transferred from the general fund to
9 the fund pursuant to section 24-75-219, ~~(5)(a)(HH) and (5)(b)(HH)~~ RETAIL
10 DELIVERY FEE REVENUE CREDITED TO THE FUND PURSUANT TO SECTION
11 43-4-218 (5)(a)(II), and any other money that the general assembly may
12 appropriate or transfer to the fund. The state treasurer shall credit all
13 interest and income derived from the deposit and investment of money in
14 the fund to the fund.

15 (b) ~~The transportation revenue anticipation notes proceeds account~~
16 ~~is hereby created in the fund. Net proceeds of transportation revenue~~
17 ~~anticipation notes that the state issues shall be credited to the account as~~
18 ~~specified in section 43-4-714 (1)(b). The state treasurer shall credit all~~
19 ~~interest and income derived from the deposit and investment of money in~~
20 ~~the account to the account.~~

21 (2) (a) (I) Except as otherwise provided in ~~subsections (2)(a)(H)~~
22 ~~and (2)(a)(HH)~~ SUBSECTIONS (2)(a)(IV) AND (2)(d) of this section, subject
23 to annual appropriation by the general assembly, money must be
24 expended from the fund as follows:

25 (A) Eighty-five percent to the commission for local multimodal
26 projects; and

27 (B) Fifteen percent to the commission for state multimodal

1 projects that are selected by the commission.

2 (II) ~~On July 1, 2018, the state treasurer shall transfer two million~~
3 ~~five hundred thousand dollars from the fund to the fund created in section~~
4 ~~43-4-1002 (1).~~

5 (III) ~~On June 30, 2020, the state treasurer shall transfer ten million~~
6 ~~dollars from the fund to the general fund.~~

7 (IV) (A) ON JULY 1, 2021, THE STATE TREASURER SHALL
8 TRANSFER TWELVE MILLION DOLLARS FROM THE FUND TO THE FUND
9 CREATED IN SECTION 43-4-1002 FOR THE PURPOSE OF PROVIDING
10 ADDITIONAL FUNDING FOR THE SOUTHWEST CHIEF LA JUNTA ROUTE
11 RESTORATION PROGRAM.

12 (B) ON FEBRUARY 15, 2022, THE STATE TREASURER SHALL
13 TRANSFER TWO MILLION FIVE HUNDRED THOUSAND DOLLARS TO THE FUND
14 CREATED IN SECTION 43-4-1002.

15 (b) ~~(f) Subject to the limitations set forth in subsection (2)(b)(H)~~
16 ~~of this section, money must be expended from the account as follows:~~

17 ~~(A) Eighty-five percent to the commission for local multimodal~~
18 ~~projects; and~~

19 ~~(B) Fifteen percent to the commission for state multimodal~~
20 ~~projects that are selected by the commission.~~

21 ~~(H) The commission shall ensure, in cooperation with each~~
22 ~~recipient of such money from the account, that any net proceeds of~~
23 ~~tax-exempt transportation revenue anticipation notes credited to the~~
24 ~~account and any interest and income derived from the deposit and~~
25 ~~investment of any such proceeds are expended only in compliance with~~
26 ~~all applicable federal laws and regulations governing the use of~~
27 ~~tax-exempt note proceeds.~~

1 (c) With respect to the ~~distribution~~ DISTRIBUTIONS of money for
2 local multimodal projects required by subsection (2)(a)(I)(A) of this
3 section, ~~and, for net proceeds of taxable transportation revenue~~
4 ~~anticipation notes and interest and income derived from the deposit and~~
5 ~~investment of such proceeds only, the distribution of money for local~~
6 ~~multimodal projects required by subsection (2)(b)(I)(A) of this section,~~
7 the commission shall establish a formula for disbursement of the amount
8 allocated for local multimodal projects, based on population and transit
9 ridership AND OTHER CRITERIA DEVELOPED in consultation with the
10 transportation advisory committee created in section 43-1-1104, the
11 transit and rail advisory committee of the department, THE STATE
12 TRANSPORTATION ADVISORY COMMITTEE OF THE DEPARTMENT, transit
13 advocacy organizations, and bicycle and pedestrian advocacy
14 organizations. Recipients shall provide a match equal to the amount of the
15 award; except that the commission may create a formula for reducing or
16 exempting the match requirement for local governments or agencies due
17 to their size or any other special circumstances AND MAY ALSO, IF
18 RECOMMENDED BY DEPARTMENT STAFF, REDUCE OR EXEMPT ANY
19 INDIVIDUAL RECIPIENT FROM THE MATCH REQUIREMENT FOR A SPECIFIC
20 PROJECT.

21 (d) (I) ON AND AFTER JULY 1, 2022, UNLESS THE DEPARTMENT HAS
22 BOTH ADOPTED IMPLEMENTING GUIDELINES AND PROCEDURES THAT
23 SATISFY THE REQUIREMENTS OF SECTION 43-1-128 (3) AND UPDATED ITS
24 TEN-YEAR VISION PLAN TO COMPLY WITH THE IMPLEMENTING GUIDELINES
25 AND PROCEDURES, EXPENDITURES FROM THE FUND FOR STATE
26 MULTIMODAL PROJECTS SHALL NOT BE MADE; EXCEPT THAT, DURING
27 STATE FISCAL YEAR 2022-23 ONLY, EXPENDITURES MAY BE MADE FOR

1 MULTIMODAL PROJECTS THAT THE DEPARTMENT, IN CONSULTATION WITH
2 THE DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT, DETERMINES
3 WILL HELP BRING THE TEN-YEAR VISION PLAN INTO COMPLIANCE WITH THE
4 REQUIREMENTS OF SECTION 43-1-128 (3).

5 (II) ON AND AFTER JULY 1, 2022, UNLESS THE DEPARTMENT HAS
6 ADOPTED IMPLEMENTING GUIDELINES AND PROCEDURES THAT SATISFY THE
7 REQUIREMENTS OF SECTION 43-1-128 (3) AND A METROPOLITAN PLANNING
8 ORGANIZATION THAT IS IN AN AREA OR INCLUDES AN AREA THAT HAS BEEN
9 OUT OF ATTAINMENT FOR NATIONAL AMBIENT AIR QUALITY STANDARDS
10 FOR OZONE FOR TWO YEARS OR MORE HAS UPDATED ITS REGIONAL
11 TRANSPORTATION PLAN TO COMPLY WITH THE IMPLEMENTING GUIDELINES
12 AND PROCEDURES, EXPENDITURES FROM THE FUND FOR LOCAL
13 MULTIMODAL PROJECTS WITHIN THE TERRITORY OF THE METROPOLITAN
14 PLANNING ORGANIZATION SHALL NOT BE MADE; EXCEPT THAT, DURING
15 STATE FISCAL YEAR 2022-23 ONLY, EXPENDITURES MAY BE MADE FOR
16 MULTIMODAL PROJECTS THAT THE DEPARTMENT, IN CONSULTATION WITH
17 THE DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT, DETERMINES
18 WILL HELP BRING THE REGIONAL TRANSPORTATION PLAN INTO
19 COMPLIANCE WITH THE REQUIREMENTS OF SECTION 43-1-128 (3).

20 (III) THE RESTRICTIONS SET FORTH IN SUBSECTIONS (2)(d)(I) AND
21 (2)(d)(II) OF THIS SECTION APPLY UNTIL THE DEPARTMENT OR AN
22 AFFECTED METROPOLITAN PLANNING ORGANIZATION UPDATES ITS
23 TEN-YEAR VISION PLAN OR REGIONAL TRANSPORTATION PLAN, AS
24 APPLICABLE, TO COMPLY WITH THE IMPLEMENTING GUIDELINES AND
25 PROCEDURES AS REQUIRED. BOTH THE DEPARTMENT AND AN AFFECTED
26 METROPOLITAN PLANNING ORGANIZATION SHALL WORK DILIGENTLY TO
27 ACHIEVE SUCH COMPLIANCE UNTIL IT IS ACHIEVED.

1 (3) (a) The department shall annually report to the transportation
2 legislation review committee of the general assembly created in section
3 43-2-145 (1) regarding its expenditures from the fund ~~and the account~~
4 including, at a minimum:

5 (I) An aggregate accounting of all money expended from the fund
6 ~~and the account~~ during the prior fiscal year; and

7 (II) A listing of all projects receiving funding from the fund ~~and~~
8 ~~the account~~ during the prior fiscal year that includes for each project:

9 (a.5) EACH TRANSPORTATION PLANNING REGION SHALL ANNUALLY
10 REPORT TO THE DEPARTMENT REGARDING THE STATUS OF LOCAL
11 MULTIMODAL PROJECTS WITHIN THE REGION THAT HAVE RECEIVED
12 FUNDING FROM THE FUND.

13 **SECTION 51.** In Colorado Revised Statutes, **add** parts 12 and 13
14 to article 4 of title 43 as follows:

15 PART 12

16 CLEAN TRANSIT

17 **43-4-1201. Legislative declaration.** (1) THE GENERAL ASSEMBLY
18 HEREBY FINDS AND DECLARES THAT:

19 (a) RETAIL DELIVERIES ARE INCREASING AND ARE EXPECTED TO
20 CONTINUE TO INCREASE IN COMMUNITIES ACROSS THE STATE;

21 (b) THE MOTOR VEHICLES USED TO MAKE RETAIL DELIVERIES ARE
22 SOME OF THE MOST POLLUTING VEHICLES ON THE ROAD, WHICH HAS
23 RESULTED IN ADDITIONAL AND INCREASING AIR AND GREENHOUSE GAS
24 POLLUTION;

25 (c) THE ADVERSE ENVIRONMENTAL AND HEALTH IMPACTS OF
26 INCREASED EMISSIONS FROM MOTOR VEHICLES USED TO MAKE RETAIL
27 DELIVERIES CAN BE MITIGATED AND OFFSET BY SUPPORTING THE

1 WIDESPREAD ADOPTION OF ELECTRIC BUSES FOR TRANSIT FLEETS AND
2 REDUCING VEHICLE MILES TRAVELED BY ENCOURAGING PEOPLE TO
3 CHOOSE CLEAN, EFFICIENT, PUBLIC TRANSIT OPTIONS INSTEAD OF
4 PERSONAL MOTOR VEHICLE TRAVEL;

5 (d) INSTEAD OF REDUCING THE IMPACTS OF RETAIL DELIVERIES BY
6 LIMITING RETAIL DELIVERY ACTIVITY THROUGH REGULATION, IT IS MORE
7 APPROPRIATE TO CONTINUE TO ALLOW PERSONS WHO RECEIVE RETAIL
8 DELIVERIES TO BENEFIT FROM THE CONVENIENCE AFFORDED BY
9 UNFETTERED RETAIL DELIVERIES AND INSTEAD IMPOSE A SMALL FEE ON
10 EACH RETAIL DELIVERY AND USE FEE REVENUE TO FUND NECESSARY
11 MITIGATION ACTIVITIES;

12 (e) IT IS NECESSARY, APPROPRIATE, AND IN THE BEST INTEREST OF
13 THE STATE AND ALL COLORADANS TO INCENTIVIZE, SUPPORT, AND
14 ACCELERATE THE ELECTRIFICATION OF PUBLIC TRANSIT IN RURAL AND
15 URBAN AREAS THROUGHOUT THE STATE BECAUSE ELECTRIFICATION:

16 (I) REDUCES EMISSIONS OF AIR POLLUTANTS, INCLUDING
17 HAZARDOUS AIR POLLUTANTS AND GREENHOUSE GASES, THAT
18 CONTRIBUTE TO ADVERSE ENVIRONMENTAL EFFECTS, INCLUDING BUT NOT
19 LIMITED TO CLIMATE CHANGE, AND ADVERSE HUMAN HEALTH EFFECTS IN
20 AND BETWEEN COMMUNITIES, INCLUDING COMMUNITIES NEAR HIGH-USE
21 TRANSIT CORRIDORS AND DISPROPORTIONATELY IMPACTED COMMUNITIES,
22 AND HELPS THE STATE MEET ITS STATUTORY GREENHOUSE GAS POLLUTION
23 REDUCTION TARGETS AND COMPLY WITH AIR QUALITY ATTAINMENT
24 STANDARDS; AND

25 (II) BY REDUCING FUEL AND MAINTENANCE COSTS ASSOCIATED
26 WITH THE USE OF MOTOR VEHICLES, HELPS PUBLIC TRANSIT PROVIDERS
27 OPERATE MORE EFFICIENTLY, USE COST SAVINGS TO PROVIDE MORE

1 RELIABLE AND CONVENIENT TRANSIT SERVICE TO MORE RIDERS, AND
2 FURTHER REDUCE EMISSIONS BY REDUCING PERSONAL MOTOR VEHICLE
3 USE; AND

4 (f) BY REDUCING MOTOR VEHICLE EMISSIONS, TRANSIT FLEET
5 ELECTRIFICATION EFFECTIVELY REMEDIATES SOME OF THE IMPACTS OF
6 RETAIL DELIVERIES BY OFFSETTING A PORTION OF THE INCREASED MOTOR
7 VEHICLE EMISSIONS RESULTING FROM SUCH DELIVERIES.

8 (2) THE GENERAL ASSEMBLY FURTHER FINDS AND DECLARES THAT:

9 (a) IN ORDER TO INCENTIVIZE, SUPPORT, AND ACCELERATE THE
10 ELECTRIFICATION OF PUBLIC TRANSIT AND THEREBY REAP THE
11 ENVIRONMENTAL, HEALTH, BUSINESS, AND OPERATIONAL EFFICIENCY
12 BENEFITS OF ELECTRIFICATION, IT IS NECESSARY, APPROPRIATE, AND IN
13 THE BEST INTEREST OF THE STATE TO CREATE A CLEAN TRANSIT
14 ENTERPRISE THAT CAN PROVIDE SPECIALIZED REMEDIATION AND OTHER
15 SERVICES THAT HELP PUBLIC TRANSIT PROVIDERS FUND BOTH THE
16 CONSTRUCTION OF THE CHARGING INFRASTRUCTURE NEEDED TO SUPPORT
17 ELECTRIFICATION AND THE ACQUISITION OF ELECTRIC MOTOR VEHICLES;

18 (b) THE SPECIFIC FOCUS OF THE ENTERPRISE IS THE EQUITABLE
19 REDUCTION AND MITIGATION OF THE ADVERSE ENVIRONMENTAL AND
20 HEALTH IMPACTS OF AIR POLLUTION AND GREENHOUSE GAS EMISSIONS
21 THROUGH INCENTIVIZATION, SUPPORT, AND ACCELERATION OF THE
22 ELECTRIFICATION OF PUBLIC TRANSIT IN RURAL AND URBAN AREAS
23 THROUGHOUT THE STATE;

24 (c) THE ENTERPRISE PROVIDES IMPACT REMEDIATION SERVICES
25 WHEN, IN EXCHANGE FOR THE PAYMENT OF CLEAN TRANSIT RETAIL
26 DELIVERY FEES BY PURCHASERS OF TANGIBLE PERSONAL PROPERTY FOR
27 RETAIL DELIVERY, IT ACTS TO MITIGATE THE IMPACTS OF RESIDENTIAL AND

1 COMMERCIAL DELIVERIES ON THE STATE'S TRANSPORTATION
2 INFRASTRUCTURE, AIR QUALITY, AND EMISSIONS BY:

3 (I) MAKING GRANTS OR LOANS OR PROVIDING REBATES TO FUND
4 THE ACQUISITION OF CLEAN, QUIET, AND COST-EFFICIENT ELECTRIC MOTOR
5 VEHICLES FOR USE IN TRANSIT FLEETS AND THE CONSTRUCTION OF
6 CHARGING INFRASTRUCTURE THAT SUPPORTS THE USE OF SUCH ELECTRIC
7 MOTOR VEHICLES FOR PUBLIC TRANSIT AND THEREBY:

8 (A) IMPROVING TRANSPORTATION OPTIONS FOR FEE PAYERS AND
9 THE GENERAL PUBLIC, MAKING TRANSIT MORE ATTRACTIVE TO NEW OR
10 INFREQUENT USERS, AND REDUCING PERSONAL MOTOR VEHICLE
11 EMISSIONS; AND

12 (B) BY MAKING TRANSIT MORE ATTRACTIVE, REDUCING TRAFFIC
13 CONGESTION, WHICH ALLOWS MORE TIMELY AND EFFICIENT RETAIL
14 DELIVERIES, FURTHER REDUCES EMISSIONS OF AIR POLLUTANTS AND
15 GREENHOUSE GAS POLLUTANTS FROM MOTOR VEHICLES, AND REDUCES
16 AND MITIGATES THE ADVERSE ENVIRONMENTAL AND HEALTH IMPACTS OF
17 SUCH EMISSIONS;

18 (II) CONTRIBUTING IN A UNIQUE AND TARGETED WAY TO THE
19 IMPLEMENTATION OF THE COMPREHENSIVE REGULATORY SCHEME
20 REQUIRED FOR THE PLANNING, FUNDING, DEVELOPMENT, CONSTRUCTION,
21 MAINTENANCE, AND SUPERVISION OF A SUSTAINABLE TRANSPORTATION
22 SYSTEM; AND

23 (III) PROVIDING ADDITIONAL REMEDIATION SERVICES TO OFFSET
24 IMPACTS CAUSED BY FEE PAYERS AS MAY BE PROVIDED BY LAW;

25 (d) BY PROVIDING REMEDIATION SERVICES AS AUTHORIZED BY
26 THIS SECTION, THE CLEAN TRANSIT ENTERPRISE ENGAGES IN AN ACTIVITY
27 CONDUCTED IN THE PURSUIT OF A BENEFIT, GAIN, OR LIVELIHOOD AND

1 THEREFORE OPERATES AS A BUSINESS IN ACCORDANCE WITH THE
2 DETERMINATION OF THE COLORADO SUPREME COURT IN *COLORADO UNION*
3 *OF TAXPAYERS FOUNDATION V. CITY OF ASPEN*, 2018 CO 36;

4 (e) CONSISTENT WITH THE DETERMINATION OF THE COLORADO
5 SUPREME COURT IN *NICHOLL V. E-470 PUBLIC HIGHWAY AUTHORITY*, 896
6 P.2D 859 (COLO. 1995), THAT THE POWER TO IMPOSE TAXES IS
7 INCONSISTENT WITH ENTERPRISE STATUS UNDER SECTION 20 OF ARTICLE
8 X OF THE STATE CONSTITUTION, IT IS THE CONCLUSION OF THE GENERAL
9 ASSEMBLY THAT THE REVENUE COLLECTED BY THE ENTERPRISE IS
10 GENERATED BY FEES, NOT TAXES, BECAUSE THE CLEAN TRANSIT RETAIL
11 DELIVERY FEE IMPOSED BY THE ENTERPRISE AS AUTHORIZED BY SECTION
12 43-4-1203 (7) IS:

13 (I) IMPOSED FOR THE SPECIFIC PURPOSE OF ALLOWING THE
14 ENTERPRISE TO DEFRAY THE COSTS OF PROVIDING THE REMEDIATION
15 SERVICES SPECIFIED IN THIS SECTION, INCLUDING MITIGATING IMPACTS TO
16 AIR QUALITY AND GREENHOUSE GAS EMISSIONS CAUSED BY THE
17 ACTIVITIES ON WHICH THE FEE IS ASSESSED, AND CONTRIBUTES TO THE
18 IMPLEMENTATION OF THE COMPREHENSIVE REGULATORY SCHEME
19 REQUIRED FOR THE PLANNING, FUNDING, DEVELOPMENT, CONSTRUCTION,
20 MAINTENANCE, AND SUPERVISION OF A SUSTAINABLE TRANSPORTATION
21 SYSTEM SPECIFIED IN THIS SECTION; AND

22 (II) COLLECTED AT RATES THAT ARE REASONABLY CALCULATED
23 BASED ON THE IMPACTS CAUSED BY FEE PAYERS AND THE COST OF
24 REMEDIATING THOSE IMPACTS; AND

25 (f) SO LONG AS THE ENTERPRISE QUALIFIES AS AN ENTERPRISE FOR
26 PURPOSES OF SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION, THE
27 REVENUE FROM THE CLEAN TRANSIT RETAIL DELIVERY FEE COLLECTED BY

1 THE ENTERPRISE IS NOT STATE FISCAL YEAR SPENDING, AS DEFINED IN
2 SECTION 24-77-102 (17), OR STATE REVENUES, AS DEFINED IN SECTION
3 24-77-103.6 (6)(c), AND DOES NOT COUNT AGAINST EITHER THE STATE
4 FISCAL YEAR SPENDING LIMIT IMPOSED BY SECTION 20 OF ARTICLE X OF
5 THE STATE CONSTITUTION OR THE EXCESS STATE REVENUES CAP, AS
6 DEFINED IN SECTION 24-77-103.6 (6)(b)(I)(D).

7 **43-4-1202. Definitions.** AS USED IN THIS PART 12, UNLESS THE
8 CONTEXT OTHERWISE REQUIRES:

9 (1) "BATTERY ELECTRIC MOTOR VEHICLE" MEANS A MOTOR
10 VEHICLE THAT IS POWERED EXCLUSIVELY BY A RECHARGEABLE BATTERY
11 PACK THAT CAN BE RECHARGED BY BEING PLUGGED INTO AN EXTERNAL
12 SOURCE OF ELECTRICITY AND THAT HAS NO SECONDARY SOURCE OF
13 PROPULSION.

14 (2) "BOARD" MEANS THE GOVERNING BOARD OF THE ENTERPRISE.

15 (3) "COMMISSION" MEANS THE TRANSPORTATION COMMISSION
16 CREATED IN SECTION 43-1-106 (1).

17 (4) "DEPARTMENT" MEANS THE DEPARTMENT OF TRANSPORTATION
18 CREATED IN SECTION 24-1-128.7.

19 (5) (a) "DISPROPORTIONATELY IMPACTED COMMUNITY" MEANS A
20 COMMUNITY THAT IS IN A CENSUS BLOCK GROUP, AS DETERMINED IN
21 ACCORDANCE WITH THE MOST RECENT UNITED STATES DECENNIAL
22 CENSUS, WHERE THE PROPORTION OF HOUSEHOLDS THAT ARE LOW INCOME
23 IS GREATER THAN FORTY PERCENT, THE PROPORTION OF HOUSEHOLDS
24 THAT IDENTIFY AS MINORITY IS GREATER THAN FORTY PERCENT, OR THE
25 PROPORTION OF HOUSEHOLDS THAT ARE HOUSING COST-BURDENED IS
26 GREATER THAN FORTY PERCENT.

27 (b) AS USED IN THIS SUBSECTION (5):

1 (I) "COST-BURDENED" MEANS A HOUSEHOLD THAT SPENDS MORE
2 THAN THIRTY PERCENT OF ITS INCOME ON HOUSING.

3 (II) "LOW INCOME" MEANS THE MEDIAN HOUSEHOLD INCOME IS
4 LESS THAN OR EQUAL TO TWO HUNDRED PERCENT OF THE FEDERAL
5 POVERTY GUIDELINE.

6 (6) "ELECTRIC MOTOR VEHICLE" MEANS A BATTERY ELECTRIC
7 MOTOR VEHICLE, A HYDROGEN FUEL CELL MOTOR VEHICLE, OR A PLUG-IN
8 HYBRID ELECTRIC MOTOR VEHICLE.

9 (7) "ELECTRIC MOTOR VEHICLE CHARGING INFRASTRUCTURE"
10 MEANS ELECTRIC VEHICLE CHARGING SYSTEMS AND OTHER ELECTRICAL
11 EQUIPMENT INSTALLED ON SITE TO SUPPORT ELECTRIC MOTOR VEHICLE
12 CHARGING INCLUDING BUT NOT LIMITED TO BATTERY ENERGY STORAGE
13 SYSTEMS.

14 (8) "ENTERPRISE" MEANS THE CLEAN TRANSIT ENTERPRISE
15 CREATED IN SECTION 43-4-1203 (1)(a).

16 (9) "FUND" MEANS THE CLEAN TRANSIT ENTERPRISE FUND
17 CREATED IN SECTION 43-4-1203 (5)

18 (10) "HYDROGEN FUEL CELL MOTOR VEHICLE" MEANS A MOTOR
19 VEHICLE THAT IS POWERED BY ELECTRICITY PRODUCED FROM A FUEL CELL
20 THAT USES HYDROGEN GAS AS FUEL.

21 (11) "INFLATION" MEANS THE AVERAGE ANNUAL PERCENTAGE
22 CHANGE IN THE UNITED STATES DEPARTMENT OF LABOR, BUREAU OF
23 LABOR STATISTICS, CONSUMER PRICE INDEX FOR
24 DENVER-AURORA-LAKEWOOD FOR ALL ITEMS AND ALL URBAN
25 CONSUMERS, OR ITS APPLICABLE PREDECESSOR OR SUCCESSOR INDEX, FOR
26 THE FIVE YEARS ENDING ON THE LAST DECEMBER 31 BEFORE A STATE
27 FISCAL YEAR FOR WHICH AN INFLATION ADJUSTMENT TO BE MADE TO THE

1 CLEAN TRANSIT RETAIL DELIVERY FEE IMPOSED PURSUANT TO SECTION
2 43-4-1203 (7) BEGINS.

3 (12) "MOTOR VEHICLE" HAS THE SAME MEANING AS SET FORTH IN
4 SECTION 42-1-102 (58). THE TERM DOES NOT INCLUDE A PERSONAL
5 DELIVERY DEVICE.

6 (13) "PERSONAL DELIVERY DEVICE" MEANS AN AUTONOMOUSLY
7 OPERATED ROBOT THAT IS:

8 (a) DESIGNED AND MANUFACTURED FOR THE PURPOSE OF
9 TRANSPORTING TANGIBLE PERSONAL PROPERTY PRIMARILY ON
10 SIDEWALKS, CROSSWALKS, AND OTHER PUBLIC RIGHTS-OF-WAY THAT ARE
11 TYPICALLY USED BY PEDESTRIANS;

12 (b) WEIGHS NO MORE THAN FIVE HUNDRED FIFTY POUNDS,
13 EXCLUDING ANY TANGIBLE PERSONAL PROPERTY BEING TRANSPORTED;
14 AND

15 (c) OPERATES AT SPEEDS OF LESS THAN TEN MILES PER HOUR WHEN
16 ON SIDEWALKS, CROSSWALKS, AND OTHER PUBLIC RIGHTS-OF-WAY THAT
17 ARE TYPICALLY USED BY PEDESTRIANS.

18 (14) "PLUG-IN HYBRID ELECTRIC MOTOR VEHICLE" MEANS A
19 MOTOR VEHICLE THAT IS POWERED BY BOTH A RECHARGEABLE BATTERY
20 PACK THAT CAN BE RECHARGED BY BEING PLUGGED INTO AN EXTERNAL
21 SOURCE OF ELECTRICITY AND A SECONDARY SOURCE OF PROPULSION SUCH
22 AS AN INTERNAL COMBUSTION ENGINE.

23 (15) "RETAIL DELIVERY" MEANS A RETAIL SALE OF TANGIBLE
24 PERSONAL PROPERTY BY A RETAILER FOR DELIVERY BY A MOTOR VEHICLE
25 OWNED OR OPERATED BY THE RETAILER OR ANY OTHER PERSON TO THE
26 PURCHASER AT A LOCATION IN THE STATE, WHICH SALE INCLUDES AT
27 LEAST ONE ITEM OF TANGIBLE PERSONAL PROPERTY THAT IS SUBJECT TO

1 TAXATION UNDER ARTICLE 26 OF TITLE 39. EACH SUCH RETAIL SALE IS A
2 SINGLE RETAIL DELIVERY REGARDLESS OF THE NUMBER OF SHIPMENTS
3 NECESSARY TO DELIVER THE ITEMS OF TANGIBLE PERSONAL PROPERTY
4 PURCHASED.

5 (16) "RETAILER" HAS THE SAME MEANING AS SET FORTH IN
6 SECTION 39-26-102 (8).

7 (17) "RETAIL SALE" HAS THE SAME MEANING AS SET FORTH IN
8 SECTION 39-26-102 (9).

9 (18) "TANGIBLE PERSONAL PROPERTY HAS THE SAME MEANING AS
10 SET FORTH IN SECTION 39-26-102 (15).

11 (19) "TRANSIT" MEANS MASS TRANSIT, AS DEFINED IN SECTION
12 43-1-102 (4).

13 (20) "ZERO EMISSIONS MOTOR VEHICLE" MEANS A BATTERY
14 ELECTRIC MOTOR VEHICLE OR A HYDROGEN FUEL CELL MOTOR VEHICLE.

15 **43-4-1203. Clean transit enterprise - creation - board - powers**
16 **and duties - fees - fund.** (1) (a) THE CLEAN TRANSIT ENTERPRISE IS
17 HEREBY CREATED IN THE DEPARTMENT. THE ENTERPRISE IS AND OPERATES
18 AS A GOVERNMENT-OWNED BUSINESS WITHIN THE DEPARTMENT IN ORDER
19 TO EXECUTE ITS BUSINESS PURPOSE AS SPECIFIED IN SUBSECTION (3) OF
20 THIS SECTION BY EXERCISING THE POWERS AND PERFORMING THE DUTIES
21 SET FORTH IN THIS SECTION.

22 (b) THE ENTERPRISE EXERCISES ITS POWERS AND PERFORMS ITS
23 DUTIES AND FUNCTIONS UNDER THE DEPARTMENT AS IF THE SAME WERE
24 TRANSFERRED TO THE DEPARTMENT BY A **TYPE 1** TRANSFER, AS DEFINED
25 IN SECTION 24-1-105.

26 (2) (a) THE GOVERNING BOARD OF THE ENTERPRISE CONSISTS OF
27 NINE MEMBERS APPOINTED AS FOLLOWS:

1 (I) THE GOVERNOR SHALL APPOINT SIX MEMBERS WITH THE ADVICE
2 AND CONSENT OF THE SENATE FOR TERMS OF THE LENGTH SPECIFIED IN
3 SUBSECTION (2)(b) OF THIS SECTION. THE GOVERNOR SHALL MAKE
4 REASONABLE EFFORTS, TO THE EXTENT SUCH APPLICATIONS HAVE BEEN
5 SUBMITTED FOR CONSIDERATION FOR THE BOARD, TO CONSIDER MEMBERS
6 THAT REFLECT THE STATE'S GEOGRAPHIC DIVERSITY WHEN MAKING
7 APPOINTMENTS AND SHALL MAKE INITIAL APPOINTMENTS NO LATER THAN
8 OCTOBER 1, 2021. OF THE MEMBERS APPOINTED BY THE GOVERNOR:

9 (A) ONE MEMBER MUST BE A MEMBER OF THE COMMISSION AND
10 HAVE STATEWIDE TRANSPORTATION EXPERTISE;

11 (B) ONE MEMBER MUST REPRESENT AN URBAN AREA AND HAVE
12 TRANSIT EXPERTISE;

13 (C) ONE MEMBER MUST REPRESENT A RURAL AREA AND HAVE
14 TRANSIT EXPERTISE;

15 (D) ONE MEMBER MUST HAVE EXPERTISE IN ZERO-EMISSIONS
16 TRANSPORTATION, MOTOR VEHICLE FLEETS, OR UTILITIES;

17 (E) ONE MEMBER MUST REPRESENT A TRANSPORTATION-FOCUSED
18 ORGANIZATION THAT SERVES AN ENVIRONMENTAL JUSTICE COMMUNITY;
19 AND

20 (F) ONE MEMBER MUST REPRESENT A PUBLIC ADVOCACY GROUP
21 THAT HAS TRANSIT OR COMPREHENSIVE TRANSPORTATION EXPERTISE.

22 (II) THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF
23 TRANSPORTATION OR THE EXECUTIVE DIRECTOR'S DESIGNEE;

24 (III) THE DIRECTOR OF THE COLORADO ENERGY OFFICE OR THE
25 DIRECTOR'S DESIGNEE; AND

26 (IV) THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF PUBLIC
27 HEALTH AND ENVIRONMENT OR THE EXECUTIVE DIRECTOR'S DESIGNEE.

1 (b) MEMBERS OF THE BOARD APPOINTED BY THE GOVERNOR SERVE
2 FOR TERMS OF FOUR YEARS; EXCEPT THAT FOUR OF THE MEMBERS
3 INITIALLY APPOINTED SHALL SERVE FOR INITIAL TERMS OF THREE YEARS
4 AND THE TERM OF THE MEMBER APPOINTED PURSUANT TO SUBSECTION
5 (2)(a)(I)(A) OF THIS SECTION CONTINUES FOR AS LONG AS THE MEMBER IS
6 A MEMBER OF THE COMMISSION. A MEMBER WHO IS APPOINTED TO FILL A
7 VACANCY ON THE BOARD SHALL SERVE THE REMAINDER OF THE
8 UNEXPIRED TERM OF THE FORMER MEMBER. THE OTHER BOARD MEMBERS
9 SERVE FOR AS LONG AS THEY HOLD THEIR POSITIONS OR ARE DESIGNATED
10 TO SERVE.

11 (c) MEMBERS OF THE BOARD SERVE WITHOUT COMPENSATION BUT
12 MUST BE REIMBURSED FROM MONEY IN THE FUND FOR ACTUAL AND
13 NECESSARY EXPENSES INCURRED IN THE PERFORMANCE OF THEIR DUTIES
14 PURSUANT TO THIS PART 12.

15 (3) THE PRIMARY BUSINESS PURPOSE OF THE ENTERPRISE IS TO
16 REDUCE AND MITIGATE THE ADVERSE ENVIRONMENTAL AND HEALTH
17 IMPACTS OF AIR POLLUTION AND GREENHOUSE GAS EMISSIONS PRODUCED
18 BY MOTOR VEHICLES USED TO MAKE RETAIL DELIVERIES BY SUPPORTING
19 THE REPLACEMENT OF EXISTING GASOLINE AND DIESEL TRANSIT VEHICLES
20 WITH ELECTRIC MOTOR VEHICLES, INCLUDING MOTOR VEHICLES THAT
21 ORIGINALLY WERE POWERED EXCLUSIVELY BY INTERNAL COMBUSTION
22 ENGINES BUT HAVE BEEN CONVERTED INTO ELECTRIC MOTOR VEHICLES,
23 PROVIDING THE ASSOCIATED RECHARGING INFRASTRUCTURE FOR ELECTRIC
24 TRANSIT FLEET MOTOR VEHICLES, SUPPORTING FACILITY MODIFICATIONS
25 THAT ALLOW FOR THE SAFE OPERATION AND MAINTENANCE OF ELECTRIC
26 TRANSIT MOTOR VEHICLES, AND FUNDING PLANNING STUDIES THAT
27 ENABLE TRANSIT AGENCIES TO PLAN FOR TRANSIT VEHICLE

1 ELECTRIFICATION. TO ALLOW THE ENTERPRISE TO ACCOMPLISH THIS
2 BUSINESS PURPOSE AND FULLY EXERCISE ITS POWERS AND DUTIES
3 THROUGH THE BOARD, THE ENTERPRISE MAY:

4 (a) IMPOSE A CLEAN TRANSIT RETAIL DELIVERY FEE AS
5 AUTHORIZED BY SUBSECTION (7) OF THIS SECTION;

6 (b) ISSUE GRANTS AND PROVIDE LOANS AND REBATES AS
7 AUTHORIZED BY SUBSECTION (8) OF THIS SECTION; AND

8 (c) ISSUE REVENUE BONDS PAYABLE FROM THE REVENUE AND
9 OTHER AVAILABLE MONEY OF THE ENTERPRISE.

10 (4) THE ENTERPRISE CONSTITUTES AN ENTERPRISE FOR PURPOSES
11 OF SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION SO LONG AS IT
12 RETAINS THE AUTHORITY TO ISSUE REVENUE BONDS AND RECEIVES LESS
13 THAN TEN PERCENT OF ITS TOTAL ANNUAL REVENUE IN GRANTS FROM ALL
14 COLORADO STATE AND LOCAL GOVERNMENTS COMBINED. SO LONG AS IT
15 CONSTITUTES AN ENTERPRISE PURSUANT TO THIS SUBSECTION (4), THE
16 ENTERPRISE IS NOT SUBJECT TO SECTION 20 OF ARTICLE X OF THE STATE
17 CONSTITUTION.

18 (5) (a) THE CLEAN TRANSIT ENTERPRISE FUND IS HEREBY CREATED
19 IN THE STATE TREASURY. THE FUND CONSISTS OF CLEAN TRANSIT RETAIL
20 DELIVERY FEE REVENUE CREDITED TO THE FUND PURSUANT TO
21 SUBSECTION (7) OF THIS SECTION, ANY MONETARY GIFTS, GRANTS,
22 DONATIONS, OR OTHER MONEY RECEIVED BY THE ENTERPRISE, ANY
23 FEDERAL MONEY THAT MAY BE CREDITED TO THE FUND, AND ANY OTHER
24 MONEY THAT THE GENERAL ASSEMBLY MAY APPROPRIATE OR TRANSFER
25 TO THE FUND. THE STATE TREASURER SHALL CREDIT ALL INTEREST AND
26 INCOME DERIVED FROM THE DEPOSIT AND INVESTMENT OF MONEY IN THE
27 FUND TO THE FUND. SUBJECT TO ANNUAL APPROPRIATION BY THE

1 GENERAL ASSEMBLY, THE ENTERPRISE MAY EXPEND MONEY FROM THE
2 FUND TO PROVIDE GRANTS, PAY ITS REASONABLE AND NECESSARY
3 OPERATING EXPENSES, INCLUDING REPAYMENT OF ANY LOAN RECEIVED BY
4 THE ENTERPRISE PURSUANT TO SUBSECTION (5)(b) OF THIS SECTION, AND
5 OTHERWISE EXERCISE ITS POWERS AND PERFORM ITS DUTIES AS
6 AUTHORIZED BY THIS PART 3.

7 (b) THE COMMISSION MAY TRANSFER MONEY FROM THE STATE
8 HIGHWAY FUND CREATED IN SECTION 43-1-219 TO THE ENTERPRISE FOR
9 THE PURPOSE OF DEFRAYING EXPENSES INCURRED BY THE ENTERPRISE
10 BEFORE IT RECEIVES FEE REVENUE OR REVENUE BOND PROCEEDS, AND A
11 TRANSFER FOR SUCH PURPOSE IS MADE, IN ACCORDANCE WITH SECTION 18
12 OF ARTICLE X OF THE STATE CONSTITUTION, FOR THE SUPERVISION OF THE
13 PUBLIC HIGHWAYS OF THIS STATE. THE ENTERPRISE MAY ACCEPT AND
14 EXPEND ANY MONEY SO TRANSFERRED, AND, NOTWITHSTANDING ANY
15 STATE FISCAL RULE OR GENERALLY ACCEPTED ACCOUNTING PRINCIPLE
16 THAT COULD OTHERWISE BE INTERPRETED TO REQUIRE A CONTRARY
17 CONCLUSION, SUCH A TRANSFER IS A LOAN FROM THE COMMISSION TO THE
18 ENTERPRISE THAT IS REQUIRED TO BE REPAID AND IS NOT A GRANT FOR
19 PURPOSES OF SECTION 20 (2)(d) OF ARTICLE X OF THE STATE
20 CONSTITUTION OR AS DEFINED IN SECTION 24-77-102 (7). ALL MONEY
21 TRANSFERRED AS A LOAN TO THE ENTERPRISE SHALL BE CREDITED TO THE
22 CLEAN TRANSIT ENTERPRISE INITIAL EXPENSES FUND, WHICH IS HEREBY
23 CREATED IN THE STATE TREASURY, AND LOAN LIABILITIES THAT ARE
24 RECORDED IN THE FUND BUT THAT ARE NOT REQUIRED TO BE PAID IN THE
25 CURRENT FISCAL YEAR SHALL NOT BE CONSIDERED WHEN CALCULATING
26 SUFFICIENT STATUTORY FUND BALANCE FOR PURPOSES OF SECTION
27 24-75-109. THE STATE TREASURER SHALL CREDIT ALL INTEREST AND

1 INCOME DERIVED FROM THE DEPOSIT AND INVESTMENT OF MONEY IN THE
2 CLEAN TRANSIT ENTERPRISE INITIAL EXPENSES FUND TO THE FUND. THE
3 CLEAN TRANSIT ENTERPRISE INITIAL EXPENSES FUND IS CONTINUOUSLY
4 APPROPRIATED TO THE ENTERPRISE FOR THE PURPOSE OF DEFRAYING
5 EXPENSES INCURRED BY THE ENTERPRISE BEFORE IT RECEIVES FEE
6 REVENUE OR REVENUE BOND PROCEEDS. AS THE ENTERPRISE RECEIVES
7 SUFFICIENT REVENUE IN EXCESS OF EXPENSES, THE ENTERPRISE SHALL
8 REIMBURSE THE STATE HIGHWAY FUND FOR THE PRINCIPAL AMOUNT OF
9 ANY LOAN MADE BY THE COMMISSION PLUS INTEREST AT A RATE SET BY
10 THE COMMISSION.

11 (6) IN ADDITION TO ANY OTHER POWERS AND DUTIES SPECIFIED IN
12 THIS SECTION, THE BOARD HAS THE FOLLOWING GENERAL POWERS AND
13 DUTIES:

14 (a) TO ADOPT BYLAWS FOR THE REGULATION OF ITS AFFAIRS AND
15 THE CONDUCT OF ITS BUSINESS;

16 (b) TO ACQUIRE, HOLD TITLE TO, AND DISPOSE OF REAL AND
17 PERSONAL PROPERTY;

18 (c) TO EMPLOY AND SUPERVISE INDIVIDUALS, PROFESSIONAL
19 CONSULTANTS AND CONTRACTORS AS ARE NECESSARY IN ITS JUDGMENT
20 TO CARRY OUT ITS BUSINESS PURPOSE;

21 (d) TO CONTRACT WITH ANY PUBLIC OR PRIVATE ENTITY;

22 (e) TO SEEK, ACCEPT, AND EXPEND GIFTS, GRANTS, AND
23 DONATIONS FROM PRIVATE OR PUBLIC SOURCES FOR THE PURPOSES OF THIS
24 PART 12. THE ENTERPRISE SHALL TRANSMIT ANY MONEY RECEIVED
25 THROUGH GIFTS, GRANTS, OR DONATIONS TO THE STATE TREASURER, WHO
26 SHALL CREDIT THE MONEY TO THE FUND;

27 (f) TO DIRECTLY PROVIDE ANY SERVICE THAT IT IS AUTHORIZED TO

1 PROVIDE INDIRECTLY THROUGH GRANTS AWARDED PURSUANT TO
2 SUBSECTION (8) OF THIS SECTION;

3 (g) TO PROMULGATE RULES TO SET THE AMOUNT OF THE CLEAN
4 TRANSIT RETAIL DELIVERY FEE AT OR BELOW THE MAXIMUM AMOUNT
5 AUTHORIZED IN THIS SECTION AND TO GOVERN THE PROCESS BY WHICH
6 THE ENTERPRISE ACCEPTS APPLICATIONS FOR, AWARDS, AND OVERSEES
7 GRANTS, LOANS, AND REBATES PURSUANT TO SUBSECTION (8) OF THIS
8 SECTION; AND

9 (h) TO HAVE AND EXERCISE ALL RIGHTS AND POWERS NECESSARY
10 OR INCIDENTAL TO OR IMPLIED FROM THE SPECIFIC POWERS AND DUTIES
11 GRANTED BY THIS SECTION.

12 (7) (a) IN FURTHERANCE OF ITS BUSINESS PURPOSE, BEGINNING IN
13 STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL IMPOSE, AND THE
14 DEPARTMENT OF REVENUE SHALL COLLECT ON BEHALF OF THE
15 ENTERPRISE, A CLEAN TRANSIT RETAIL DELIVERY FEE ON EACH RETAIL
16 DELIVERY. EACH RETAILER WHO MAKES A RETAIL DELIVERY SHALL ADD
17 TO THE PRICE OF THE RETAIL DELIVERY, COLLECT FROM THE PURCHASER,
18 AND PAY TO THE DEPARTMENT OF REVENUE AT THE TIME AND IN THE
19 MANNER PRESCRIBED BY THE DEPARTMENT IN ACCORDANCE WITH SECTION
20 43-4-218 (6) THE CLEAN TRANSIT RETAIL DELIVERY FEE. FOR THE PURPOSE
21 OF MINIMIZING COMPLIANCE COSTS FOR RETAILERS AND ADMINISTRATIVE
22 COSTS FOR THE STATE, THE DEPARTMENT OF REVENUE SHALL COLLECT
23 AND ADMINISTER THE CLEAN TRANSIT RETAIL DELIVERY FEE ON BEHALF
24 OF THE ENTERPRISE IN THE SAME MANNER IN WHICH IT COLLECTS AND
25 ADMINISTERS THE RETAIL DELIVERY FEE IMPOSED BY SECTION 43-4-218
26 (3).

27 (b) FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY

1 PURCHASED DURING STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL
2 IMPOSE THE CLEAN TRANSIT RETAIL DELIVERY FEE IN A MAXIMUM AMOUNT
3 OF THREE CENTS.

4 (c) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (7)(c)(II)
5 OF THIS SECTION, FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL
6 PROPERTY PURCHASED DURING STATE FISCAL YEAR 2023-24 OR DURING
7 ANY SUBSEQUENT STATE FISCAL YEAR, THE ENTERPRISE SHALL IMPOSE THE
8 CLEAN TRANSIT RETAIL DELIVERY FEE IN A MAXIMUM AMOUNT THAT IS
9 THE MAXIMUM AMOUNT FOR THE PRIOR STATE FISCAL YEAR ADJUSTED FOR
10 INFLATION. THE ENTERPRISE SHALL NOTIFY THE DEPARTMENT OF REVENUE
11 OF THE AMOUNT OF THE CLEAN TRANSIT RETAIL DELIVERY FEE TO BE
12 COLLECTED FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY
13 PURCHASED DURING EACH STATE FISCAL YEAR NO LATER THAN MARCH 15
14 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR BEGINS, AND
15 THE DEPARTMENT OF REVENUE SHALL PUBLISH THE AMOUNT NO LATER
16 THAN APRIL 15 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR
17 BEGINS.

18 (II) THE ENTERPRISE IS AUTHORIZED TO ADJUST THE AMOUNT OF
19 THE CLEAN TRANSIT RETAIL DELIVERY FEE FOR RETAIL DELIVERIES OF
20 TANGIBLE PERSONAL PROPERTY PURCHASED DURING A STATE FISCAL YEAR
21 ONLY IF THE DEPARTMENT OF REVENUE ADJUSTS THE AMOUNT OF THE
22 RETAIL DELIVERY FEE IMPOSED BY SECTION 43-4-218 (3) FOR RETAIL
23 DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED DURING THE
24 STATE FISCAL YEAR.

25 (8) (a) IN FURTHERANCE OF ITS BUSINESS PURPOSE, AND SUBJECT
26 TO THE REQUIREMENTS SET FORTH IN THIS SUBSECTION (8), THE
27 ENTERPRISE IS AUTHORIZED TO MAKE GRANTS, LOANS, OR REBATES TO

1 SUPPORT ELECTRIFICATION OF PUBLIC TRANSIT.

2 (b) THE ENTERPRISE MAY MAKE GRANTS, LOANS, OR REBATES TO
3 FUND:

4 (I) CLEAN TRANSIT PLANNING EFFORTS;

5 (II) FACILITY UPGRADES NECESSARY FOR THE SAFE OPERATION
6 AND MAINTENANCE OF ELECTRIC MOTOR VEHICLES USED BY PUBLIC
7 TRANSIT PROVIDERS;

8 (III) THE CONSTRUCTION OF ELECTRIC MOTOR VEHICLE CHARGING
9 INFRASTRUCTURE USED BY PUBLIC TRANSIT PROVIDERS; AND

10 (IV) THE REPLACEMENT OF MOTOR VEHICLES USED BY PUBLIC
11 TRANSIT PROVIDERS THAT ARE NOT ELECTRIC MOTOR VEHICLES BY
12 ELECTRIC MOTOR VEHICLES, OR, IF ELECTRIC MOTOR VEHICLES ARE NOT
13 PRACTICALLY AVAILABLE, BY COMPRESSED NATURAL GAS MOTOR
14 VEHICLES, AS DEFINED IN SECTION 25-7.5-102 (5), IF AT LEAST NINETY
15 PERCENT OF THE FUEL FOR THE COMPRESSED NATURAL GAS MOTOR
16 VEHICLES WILL BE RECOVERED METHANE, AS DEFINED IN SECTION
17 25-7.5-102 (20).

18 (c) THE ENTERPRISE SHALL AWARD GRANTS ON A COMPETITIVE
19 BASIS BASED ON WRITTEN CRITERIA ESTABLISHED BY THE ENTERPRISE IN
20 ADVANCE OF ANY DEADLINES FOR THE SUBMISSION OF GRANT
21 APPLICATIONS.

22 (9) THE ENTERPRISE SHALL CONTRACT WITH THE AIR POLLUTION
23 CONTROL DIVISION OF THE DEPARTMENT OF PUBLIC HEALTH AND
24 ENVIRONMENT TO DEVELOP PROPOSED RULES FOR THE CONSIDERATION OF
25 THE AIR QUALITY CONTROL COMMISSION THAT WILL SUPPORT THE
26 ENTERPRISE'S BUSINESS SERVICES, INCLUDING REMEDIATION SERVICES, IN
27 A MANNER THAT MAINTAINS COMPLIANCE WITH THE FEDERAL AND STATE

1 STATUTES, RULES, AND REGULATIONS GOVERNING AIR QUALITY. THE
2 DIVISION SHALL COLLABORATE WITH THE COLORADO ENERGY OFFICE AND
3 THE DEPARTMENT WHEN DEVELOPING THE RULES.

4 (10) (a) TO ENSURE TRANSPARENCY AND ACCOUNTABILITY, THE
5 ENTERPRISE SHALL:

6 (I) NO LATER THAN JUNE 1, 2022, PUBLISH AND POST ON ITS
7 WEBSITE A TEN-YEAR PLAN THAT DETAILS HOW THE ENTERPRISE WILL
8 EXECUTE ITS BUSINESS PURPOSE DURING STATE FISCAL YEARS 2022-23
9 THROUGH 2031-32 AND ESTIMATES THE AMOUNT OF FUNDING NEEDED TO
10 IMPLEMENT THE PLAN. NO LATER THAN JANUARY 1, 2032, THE ENTERPRISE
11 SHALL PUBLISH AND POST ON ITS WEBSITE A NEW TEN-YEAR PLAN FOR
12 STATE FISCAL YEARS 2032-33 THROUGH 2041-42;

13 (II) CREATE, MAINTAIN, AND REGULARLY UPDATE ON ITS WEBSITE
14 A PUBLIC ACCOUNTABILITY DASHBOARD THAT PROVIDES, AT A MINIMUM,
15 ACCESSIBLE AND TRANSPARENT SUMMARY INFORMATION REGARDING THE
16 IMPLEMENTATION OF ITS TEN-YEAR PLAN, THE FUNDING STATUS AND
17 PROGRESS TOWARD COMPLETION OF EACH PROJECT THAT IT WHOLLY OR
18 PARTLY FUNDS, AND ITS PER PROJECT AND TOTAL FUNDING AND
19 EXPENDITURES;

20 (III) ENGAGE REGULARLY REGARDING ITS PROJECTS AND
21 ACTIVITIES WITH THE PUBLIC, SPECIFICALLY REACHING OUT TO AND
22 SEEKING INPUT FROM COMMUNITIES, INCLUDING BUT NOT LIMITED TO
23 DISPROPORTIONATELY IMPACTED COMMUNITIES, AND INTEREST GROUPS
24 THAT ARE LIKELY TO BE INTERESTED IN THE PROJECTS AND ACTIVITIES;
25 AND

26 (IV) PREPARE AN ANNUAL REPORT REGARDING ITS ACTIVITIES AND
27 FUNDING AND PRESENT THE REPORT TO THE TRANSPORTATION

1 COMMISSION CREATED IN SECTION 43-1-106 (1) AND TO THE
2 TRANSPORTATION AND LOCAL GOVERNMENT AND ENERGY AND
3 ENVIRONMENT COMMITTEES OF THE HOUSE OF REPRESENTATIVES AND THE
4 TRANSPORTATION AND ENERGY COMMITTEE OF THE SENATE, OR ANY
5 SUCCESSOR COMMITTEES. THE ENTERPRISE SHALL ALSO POST THE ANNUAL
6 REPORT ON ITS WEBSITE. NOTWITHSTANDING THE REQUIREMENT IN
7 SECTION 24-1-136 (11)(a)(I), THE REQUIREMENT TO SUBMIT THE REPORT
8 REQUIRED IN THIS SUBSECTION (10)(a)(IV) TO THE SPECIFIED LEGISLATIVE
9 COMMITTEES CONTINUES INDEFINITELY.

10 (b) THE ENTERPRISE IS SUBJECT TO THE OPEN MEETINGS
11 PROVISIONS OF THE "COLORADO SUNSHINE ACT OF 1972", CONTAINED IN
12 PART 4 OF ARTICLE 6 OF TITLE 24, AND THE "COLORADO OPEN RECORDS
13 ACT", PART 2 OF ARTICLE 72 OF TITLE 24.

14 (c) FOR PURPOSES OF THE "COLORADO OPEN RECORDS ACT", PART
15 2 OF ARTICLE 72 OF TITLE 24, AND EXCEPT AS MAY OTHERWISE BE
16 PROVIDED BY FEDERAL LAW OR REGULATION OR STATE LAW, THE RECORDS
17 OF THE ENTERPRISE ARE PUBLIC RECORDS, AS DEFINED IN SECTION
18 24-72-202 (6), REGARDLESS OF WHETHER THE ENTERPRISE RECEIVES LESS
19 THAN TEN PERCENT OF ITS TOTAL ANNUAL REVENUE IN GRANTS, AS
20 DEFINED IN SECTION 24-77-102 (7), FROM ALL COLORADO STATE AND
21 LOCAL GOVERNMENTS COMBINED.

22 (d) THE ENTERPRISE IS A PUBLIC ENTITY FOR PURPOSES OF PART 2
23 OF ARTICLE 57 OF TITLE 11.

24 PART 13

25 NONATTAINMENT AREA AIR POLLUTION

26 MITIGATION ENTERPRISE

27 **43-4-1301. Legislative declaration.** (1) THE GENERAL ASSEMBLY

1 HEREBY FINDS AND DECLARES THAT:

2 (a) RAPID AND CONTINUING GROWTH IN RETAIL DELIVERIES MADE
3 BY MOTOR VEHICLES AND IN PREARRANGED RIDES ARRANGED THROUGH
4 TRANSPORTATION NETWORK COMPANIES HAS INCREASED AND WILL
5 CONTINUE TO INCREASE TRAFFIC CONGESTION AND AIR POLLUTION FROM
6 MOTOR VEHICLE EMISSIONS, ALONG WITH THE ADVERSE ENVIRONMENTAL
7 AND HEALTH IMPACTS THAT RESULT FROM SUCH POLLUTION, IN
8 NONATTAINMENT AREAS, INCLUDING BUT NOT LIMITED TO
9 DISPROPORTIONATELY IMPACTED COMMUNITIES AND COMMUNITIES
10 ADJACENT TO HIGHWAYS;

11 (b) IT IS NECESSARY AND APPROPRIATE TO OFFSET AND MITIGATE
12 THESE IMPACTS BY CREATING A NONATTAINMENT AREA AIR POLLUTION
13 MITIGATION ENTERPRISE THAT HAS THE BUSINESS PURPOSE OF PROVIDING
14 FUNDING FOR ELIGIBLE PROJECTS THAT REDUCE TRAFFIC CONGESTION,
15 INCLUDING DEMAND MANAGEMENT PROJECTS THAT ENCOURAGE
16 ALTERNATIVES TO DRIVING ALONE, AND THEREBY REDUCE TRAVEL
17 DELAYS, ENGINE IDLE TIME, AND UNPRODUCTIVE FUEL CONSUMPTION OR
18 THAT DIRECTLY REDUCE EMISSIONS BY MEANS SUCH AS RETROFITTING OF
19 CONSTRUCTION EQUIPMENT;

20 (c) INSTEAD OF REDUCING THE IMPACTS OF RETAIL DELIVERIES
21 AND PREARRANGED RIDES ARRANGED THROUGH TRANSPORTATION
22 NETWORK COMPANIES, BY LIMITING RETAIL DELIVERY AND PREARRANGED
23 RIDE ACTIVITY THROUGH REGULATION, IT IS MORE APPROPRIATE TO
24 CONTINUE TO ALLOW PERSONS WHO RECEIVE RETAIL DELIVERIES AND
25 BENEFIT FROM THE CONVENIENCE AFFORDED BY UNFETTERED RETAIL
26 DELIVERIES AND TO ALLOW TRANSPORTATION NETWORK COMPANIES THAT
27 ARRANGE PREARRANGED RIDES TO CONTINUE TO PROVIDE THAT SERVICE

1 WITHOUT UNDUE RESTRICTIONS AND TO INSTEAD IMPOSE A SMALL FEE ON
2 EACH RETAIL DELIVERY AND PREARRANGED RIDE AND USE FEE REVENUE
3 TO FUND NECESSARY MITIGATION ACTIVITIES.

4 (2) THE GENERAL ASSEMBLY FURTHER FINDS AND DECLARES THAT:

5 (a) THE ENTERPRISE PROVIDES IMPACT REMEDIATION SERVICES
6 WHEN, IN EXCHANGE FOR THE PAYMENT OF AIR POLLUTION MITIGATION
7 PER RIDE FEES BY TRANSPORTATION NETWORK COMPANIES AND AIR
8 POLLUTION MITIGATION RETAIL DELIVERY FEES BY PURCHASERS OF
9 TANGIBLE PERSONAL PROPERTY FOR RETAIL DELIVERY, IT ACTS AS
10 AUTHORIZED BY THIS SECTION TO MITIGATE THE IMPACTS OF
11 PREARRANGED RIDES ARRANGED THROUGH TRANSPORTATION NETWORK
12 COMPANIES AND RESIDENTIAL AND COMMERCIAL DELIVERIES ON THE
13 STATE'S TRANSPORTATION INFRASTRUCTURE, AIR QUALITY, AND
14 EMISSIONS.

15 (b) BY PROVIDING IMPACT REMEDIATION SERVICES AS AUTHORIZED
16 BY THIS SECTION, THE NONATTAINMENT AREA AIR POLLUTION MITIGATION
17 ENTERPRISE PROVIDES A BENEFIT TO FEE PAYERS WHEN IT REMEDIATES
18 THE IMPACTS THEY CAUSE AND THEREFORE OPERATES AS A BUSINESS IN
19 ACCORDANCE WITH THE DETERMINATION OF THE COLORADO SUPREME
20 COURT IN *COLORADO UNION OF TAXPAYERS FOUNDATION V. CITY OF ASPEN*,
21 2018 CO 36;

22 (c) CONSISTENT WITH THE DETERMINATION OF THE COLORADO
23 SUPREME COURT IN *NICHOLL V. E-470 PUBLIC HIGHWAY AUTHORITY*, 896
24 P.2d 859 (COLO. 1995), THAT THE POWER TO IMPOSE TAXES IS
25 INCONSISTENT WITH ENTERPRISE STATUS UNDER SECTION 20 OF ARTICLE
26 X OF THE STATE CONSTITUTION, IT IS THE CONCLUSION OF THE GENERAL
27 ASSEMBLY THAT THE REVENUE COLLECTED BY THE ENTERPRISE IS

1 GENERATED BY FEES, NOT TAXES, BECAUSE THE AIR POLLUTION
2 MITIGATION PER RIDE FEE AND THE AIR POLLUTION MITIGATION RETAIL
3 DELIVERY FEE IMPOSED BY THE ENTERPRISE AS AUTHORIZED BY
4 SUBSECTIONS (7) AND (8) OF THIS SECTION ARE:

5 (I) IMPOSED FOR THE SPECIFIC PURPOSE OF ALLOWING THE
6 ENTERPRISE TO DEFRAY THE COSTS OF PROVIDING THE REMEDIATION
7 SERVICES SPECIFIED IN THIS SECTION, INCLUDING MITIGATING IMPACTS TO
8 AIR QUALITY AND GREENHOUSE GAS EMISSIONS CAUSED BY THE
9 ACTIVITIES ON WHICH THE FEES ARE ASSESSED, AND CONTRIBUTE TO THE
10 IMPLEMENTATION OF THE COMPREHENSIVE REGULATORY SCHEME
11 REQUIRED FOR THE PLANNING, FUNDING, DEVELOPMENT, CONSTRUCTION,
12 MAINTENANCE, AND SUPERVISION OF A SUSTAINABLE TRANSPORTATION
13 SYSTEM; AND

14 (II) COLLECTED AT RATES THAT ARE REASONABLY CALCULATED
15 BASED ON THE IMPACTS CAUSED BY FEE PAYERS AND THE COST OF
16 REMEDIATING THOSE IMPACTS; AND

17 (d) SO LONG AS THE ENTERPRISE QUALIFIES AS AN ENTERPRISE FOR
18 PURPOSES OF SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION, THE
19 REVENUE FROM THE COMMUNITY ACCESS RETAIL DELIVERY FEE
20 COLLECTED BY THE ENTERPRISE IS NOT STATE FISCAL YEAR SPENDING, AS
21 DEFINED IN SECTION 24-77-102 (17), OR STATE REVENUES, AS DEFINED IN
22 SECTION 24-77-103.6 (6)(c), AND DOES NOT COUNT AGAINST EITHER THE
23 STATE FISCAL YEAR SPENDING LIMIT IMPOSED BY SECTION 20 OF ARTICLE
24 X OF THE STATE CONSTITUTION OR THE EXCESS STATE REVENUES CAP, AS
25 DEFINED IN SECTION 24-77-103.6 (6)(b)(I)(D).

26 **43-4-1302. Definitions.** AS USED IN THIS PART 13, UNLESS THE
27 CONTEXT OTHERWISE REQUIRES:

1 (1) "AIR POLLUTANT" HAS THE SAME MEANING AS SET FORTH IN
2 SECTION 25-7-103 (1.5).

3 (2) "BATTERY ELECTRIC MOTOR VEHICLE" MEANS A MOTOR
4 VEHICLE THAT IS POWERED EXCLUSIVELY BY A RECHARGEABLE BATTERY
5 PACK THAT CAN BE RECHARGED BY BEING PLUGGED INTO AN EXTERNAL
6 SOURCE OF ELECTRICITY AND THAT HAS NO SECONDARY SOURCE OF
7 PROPULSION.

8 (3) "BOARD" MEANS THE GOVERNING BOARD OF THE ENTERPRISE.

9 (4) "CARSHARE RIDE" MEANS A PREARRANGED RIDE FOR WHICH
10 THE RIDER AGREES, AT THE TIME THE RIDER REQUESTS THE RIDE THROUGH
11 A DIGITAL NETWORK, TO BE TRANSPORTED WITH ANOTHER RIDER WHO HAS
12 SEPARATELY REQUESTED A PREARRANGED RIDE REGARDLESS OF WHETHER
13 OR NOT ANOTHER RIDER IS ACTUALLY TRANSPORTED WITH THE RIDER.

14 (5) "CMAQ" MEANS THE CONGESTION MITIGATION AND AIR
15 QUALITY IMPROVEMENT PROGRAM ADMINISTERED BY THE FEDERAL
16 HIGHWAY ADMINISTRATION OR ANY SUBSTANTIALLY SIMILAR SUCCESSOR
17 PROGRAM.

18 (6) "DEPARTMENT" MEANS THE DEPARTMENT OF
19 TRANSPORTATION.

20 (7) (a) "DISPROPORTIONATELY IMPACTED COMMUNITY" MEANS A
21 COMMUNITY THAT IS IN A CENSUS BLOCK GROUP, AS DETERMINED IN
22 ACCORDANCE WITH THE MOST RECENT UNITED STATES DECENNIAL
23 CENSUS, WHERE THE PROPORTION OF HOUSEHOLDS THAT ARE LOW INCOME
24 IS GREATER THAN FORTY PERCENT, THE PROPORTION OF HOUSEHOLDS
25 THAT IDENTIFY AS MINORITY IS GREATER THAN FORTY PERCENT, OR THE
26 PROPORTION OF HOUSEHOLDS THAT ARE HOUSING COST-BURDENED IS
27 GREATER THAN FORTY PERCENT.

1 (b) AS USED IN THIS SUBSECTION (7):

2 (I) "COST-BURDENED" MEANS A HOUSEHOLD THAT SPENDS MORE
3 THAN THIRTY PERCENT OF ITS INCOME ON HOUSING.

4 (II) "LOW INCOME" MEANS THE MEDIAN HOUSEHOLD INCOME IS
5 LESS THAN OR EQUAL TO TWO HUNDRED PERCENT OF THE FEDERAL
6 POVERTY GUIDELINE.

7 (8) "ELECTRIC MOTOR VEHICLE" MEANS A BATTERY ELECTRIC
8 MOTOR VEHICLE, A HYDROGEN FUEL CELL MOTOR VEHICLE, OR A PLUG-IN
9 HYBRID ELECTRIC MOTOR VEHICLE.

10 (9) "ELIGIBLE ENTITY" MEANS A METROPOLITAN PLANNING
11 ORGANIZATION OR ANY OTHER PUBLIC ENTITY THAT IS ELIGIBLE TO
12 RECEIVE CMAQ FUNDING AND THAT IS SEEKING FUNDING FROM THE FUND
13 FOR AN ELIGIBLE PROJECT.

14 (10) "ELIGIBLE PROJECT" MEANS A PROJECT LOCATED WITHIN A
15 NONATTAINMENT AREA THAT:

16 (a) IS ELIGIBLE FOR CMAQ FUNDING; OR

17 (b) REDUCES EMISSIONS OF AIR POLLUTANTS OR GREENHOUSE GAS
18 POLLUTANTS.

19 (11) "ENTERPRISE" MEANS THE NONATTAINMENT AREA AIR
20 POLLUTION MITIGATION ENTERPRISE CREATED IN SECTION 43-4-1303
21 (1)(a).

22 (12) "FUND" MEANS THE NONATTAINMENT AREA AIR POLLUTION
23 MITIGATION ENTERPRISE FUND CREATED IN SECTION 43-4-1303 (5).

24 (13) "GREENHOUSE GAS POLLUTANT" MEANS ANTHROPOGENIC
25 EMISSIONS OF CARBON DIOXIDE, METHANE, NITROUS OXIDE,
26 HYDROFLUOROCARBONS, PERFLUOROCARBONS, NITROGEN TRIFLUORIDE,
27 AND SULFUR HEXAFLUORIDE.

1 (14) "HYDROGEN FUEL CELL MOTOR VEHICLE" MEANS A MOTOR
2 VEHICLE THAT IS POWERED BY ELECTRICITY PRODUCED FROM A FUEL CELL
3 THAT USES HYDROGEN GAS AS FUEL.

4 (15) "INFLATION" MEANS THE AVERAGE ANNUAL PERCENTAGE
5 CHANGE IN THE UNITED STATES DEPARTMENT OF LABOR, BUREAU OF
6 LABOR STATISTICS, CONSUMER PRICE INDEX FOR
7 DENVER-AURORA-LAKEWOOD FOR ALL ITEMS AND ALL URBAN
8 CONSUMERS, OR ITS APPLICABLE PREDECESSOR OR SUCCESSOR INDEX, FOR
9 THE FIVE YEARS ENDING ON THE LAST DECEMBER 31 BEFORE A STATE
10 FISCAL YEAR FOR WHICH AN INFLATION ADJUSTMENT TO BE MADE TO THE
11 AIR POLLUTION MITIGATION PER RIDE FEE IMPOSED BY SECTION 43-4-1303
12 (7) OR THE AIR POLLUTION MITIGATION RETAIL DELIVERY FEE IMPOSED BY
13 SECTION 43-4-1303 (8) BEGINS.

14 (16) "NONATTAINMENT AREA" MEANS AN AREA THAT THE AIR
15 QUALITY CONTROL COMMISSION CREATED IN SECTION 25-7-104 HAS
16 DESIGNATED AS A NONATTAINMENT AREA PURSUANT TO SECTION
17 25-7-107.

18 (17) "PLUG-IN HYBRID ELECTRIC MOTOR VEHICLE" MEANS A
19 MOTOR VEHICLE THAT IS POWERED BY BOTH A RECHARGEABLE BATTERY
20 PACK THAT CAN BE RECHARGED BY BEING PLUGGED INTO AN EXTERNAL
21 SOURCE OF ELECTRICITY AND A SECONDARY SOURCE OF PROPULSION SUCH
22 AS AN INTERNAL COMBUSTION ENGINE.

23 (18) "PREARRANGED RIDE" HAS THE SAME MEANING AS SET FORTH
24 IN SECTION 40-10.1-602 (2).

25 (19) "RETAIL DELIVERY" MEANS A RETAIL SALE OF TANGIBLE
26 PERSONAL PROPERTY BY A RETAILER FOR DELIVERY BY A MOTOR VEHICLE
27 OWNED OR OPERATED BY THE RETAILER OR ANY OTHER PERSON TO THE

1 PURCHASER AT A LOCATION IN THE STATE, WHICH SALE INCLUDES AT
2 LEAST ONE ITEM OF TANGIBLE PERSONAL PROPERTY THAT IS SUBJECT TO
3 TAXATION UNDER ARTICLE 26 OF TITLE 39. EACH SUCH RETAIL SALE IS A
4 SINGLE RETAIL DELIVERY REGARDLESS OF THE NUMBER OF SHIPMENTS
5 NECESSARY TO DELIVER THE ITEMS OF TANGIBLE PERSONAL PROPERTY
6 PURCHASED.

7 (20) "RETAILER" HAS THE SAME MEANING AS SET FORTH IN
8 SECTION 39-26-102 (8).

9 (21) "RETAIL SALE" HAS THE SAME MEANING AS SET FORTH IN
10 SECTION 39-26-102 (9).

11 (22) "RIDER" HAS THE SAME MEANING AS SET FORTH IN SECTION
12 40-10.1-602 (5).

13 (23) "TANGIBLE PERSONAL PROPERTY HAS THE SAME MEANING AS
14 SET FORTH IN SECTION 39-26-102 (15).

15 (24) "TRANSPORTATION NETWORK COMPANY" HAS THE SAME
16 MEANING AS SET FORTH IN SECTION 40-10.1-602 (3).

17 (25) "ZERO EMISSIONS MOTOR VEHICLE" MEANS A BATTERY
18 ELECTRIC MOTOR VEHICLE OR A HYDROGEN FUEL CELL MOTOR VEHICLE.

19 **43-4-1303. Nonattainment area air pollution mitigation**
20 **enterprise - creation - board - powers and duties - fees - fund.**

21 (1) (a) THE NONATTAINMENT AREA AIR POLLUTION MITIGATION
22 ENTERPRISE IS HEREBY CREATED IN THE DEPARTMENT. THE ENTERPRISE IS
23 AND OPERATES AS A GOVERNMENT-OWNED BUSINESS WITHIN THE
24 DEPARTMENT IN ORDER TO EXECUTE ITS BUSINESS PURPOSE AS SPECIFIED
25 IN SUBSECTION (3) OF THIS SECTION BY EXERCISING THE POWERS AND
26 PERFORMING THE DUTIES SET FORTH IN THIS SECTION.

27 (b) THE ENTERPRISE EXERCISES ITS POWERS AND PERFORMS ITS

1 DUTIES AND FUNCTIONS UNDER THE DEPARTMENT AS IF THE SAME WERE
2 TRANSFERRED TO THE DEPARTMENT BY A **TYPE 1** TRANSFER, AS DEFINED
3 IN SECTION 24-1-105.

4 (2) (a) THE GOVERNING BOARD OF THE ENTERPRISE CONSISTS OF
5 UP TO SEVEN MEMBERS AS FOLLOWS:

6 (I) FIVE MEMBERS APPOINTED BY THE GOVERNOR WITH THE
7 CONSENT OF THE SENATE AS FOLLOWS:

8 (A) ONE MEMBER WITH EXPERTISE ON ENVIRONMENTAL,
9 ENVIRONMENTAL JUSTICE, OR PUBLIC HEALTH ISSUES;

10 (B) ONE MEMBER WHO IS AN ELECTED OFFICIAL OF A
11 DISPROPORTIONATELY IMPACTED COMMUNITY THAT IS A MEMBER OF THE
12 DENVER REGIONAL COUNCIL OF GOVERNMENTS;

13 (C) ONE MEMBER WHO IS AN ELECTED OFFICIAL OF A LOCAL
14 GOVERNMENT THAT IS A MEMBER OF THE NORTH FRONT RANGE
15 METROPOLITAN PLANNING ORGANIZATION; AND

16 (D) UP TO TWO MEMBERS WHO ARE REPRESENTATIVES OF
17 DISPROPORTIONATELY IMPACTED COMMUNITIES;

18 (II) THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF
19 TRANSPORTATION OR THE EXECUTIVE DIRECTOR'S DESIGNEE; AND

20 (III) THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF PUBLIC
21 HEALTH AND ENVIRONMENT OR THE EXECUTIVE DIRECTOR'S DESIGNEE.

22 (b) APPOINTED MEMBERS OF THE BOARD SERVE AT THE PLEASURE
23 OF THE GOVERNOR. THE OTHER BOARD MEMBERS SERVE FOR AS LONG AS
24 THEY HOLD THEIR EXECUTIVE DIRECTOR POSITIONS OR ARE DESIGNATED
25 TO SERVE BY AN EXECUTIVE DIRECTOR.

26 (3) THE BUSINESS PURPOSE OF THE ENTERPRISE IS TO MITIGATE THE
27 ENVIRONMENTAL AND HEALTH IMPACTS OF INCREASED AIR POLLUTION

1 FROM MOTOR VEHICLE EMISSIONS IN NONATTAINMENT AREAS THAT
2 RESULTS FROM THE RAPID AND CONTINUING GROWTH IN RETAIL
3 DELIVERIES MADE BY MOTOR VEHICLES AND IN PREARRANGED RIDES
4 PROVIDED BY TRANSPORTATION NETWORK COMPANIES BY PROVIDING
5 FUNDING FOR ELIGIBLE PROJECTS THAT REDUCE TRAFFIC, INCLUDING
6 DEMAND MANAGEMENT PROJECTS THAT ENCOURAGE ALTERNATIVES TO
7 DRIVING ALONE OR THAT DIRECTLY REDUCE AIR POLLUTION, SUCH AS
8 RETROFITTING OF CONSTRUCTION EQUIPMENT, CONSTRUCTION OF
9 ROADSIDE VEGETATION BARRIERS, AND PLANTING TREES ALONG MEDIANS.
10 TO ALLOW THE ENTERPRISE TO ACCOMPLISH THIS PURPOSE AND FULLY
11 EXERCISE ITS POWERS AND DUTIES THROUGH THE BOARD, THE ENTERPRISE
12 MAY:

13 (a) IMPOSE AN AIR POLLUTION MITIGATION PER RIDE FEE AND AN
14 AIR POLLUTION MITIGATION RETAIL DELIVERY FEE AS AUTHORIZED BY
15 SUBSECTIONS (7) AND (8) OF THIS SECTION;

16 (b) ISSUE GRANTS, LOANS, AND REBATES AS AUTHORIZED BY
17 SUBSECTION (9) OF THIS SECTION; AND

18 (c) ISSUE REVENUE BONDS PAYABLE FROM THE REVENUE AND
19 OTHER AVAILABLE MONEY OF THE ENTERPRISE.

20 (4) THE ENTERPRISE CONSTITUTES AN ENTERPRISE FOR PURPOSES
21 OF SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION SO LONG AS IT
22 RETAINS THE AUTHORITY TO ISSUE REVENUE BONDS AND RECEIVES LESS
23 THAN TEN PERCENT OF ITS TOTAL ANNUAL REVENUE IN GRANTS FROM ALL
24 COLORADO STATE AND LOCAL GOVERNMENTS COMBINED. SO LONG AS IT
25 CONSTITUTES AN ENTERPRISE PURSUANT TO THIS SUBSECTION (4), THE
26 ENTERPRISE IS NOT SUBJECT TO SECTION 20 OF ARTICLE X OF THE STATE
27 CONSTITUTION.

1 (5) (a) THE NONATTAINMENT AREA AIR POLLUTION MITIGATION
2 ENTERPRISE FUND IS HEREBY CREATED IN THE STATE TREASURY. THE FUND
3 CONSISTS OF AIR POLLUTION MITIGATION PER RIDE FEE REVENUE AND AIR
4 POLLUTION MITIGATION RETAIL DELIVERY FEE REVENUE CREDITED TO THE
5 FUND PURSUANT TO SUBSECTIONS (7) AND (8) OF THIS SECTION, ANY
6 MONETARY GIFTS, GRANTS, DONATIONS, OR OTHER PAYMENTS RECEIVED
7 BY THE ENTERPRISE, ANY FEDERAL MONEY THAT MAY BE CREDITED TO THE
8 FUND, AND ANY OTHER MONEY THAT THE GENERAL ASSEMBLY MAY
9 APPROPRIATE OR TRANSFER TO THE FUND. THE STATE TREASURER SHALL
10 CREDIT ALL INTEREST AND INCOME DERIVED FROM THE DEPOSIT AND
11 INVESTMENT OF MONEY IN THE FUND TO THE FUND. MONEY IN THE FUND
12 IS CONTINUOUSLY APPROPRIATED TO THE ENTERPRISE FOR THE PURPOSES
13 SET FORTH IN THIS PART 13 AND TO PAY THE ENTERPRISE'S REASONABLE
14 AND NECESSARY OPERATING EXPENSES, INCLUDING THE REPAYMENT OF
15 ANY LOAN RECEIVED PURSUANT TO SUBSECTION (5)(b) OF THIS SECTION.

16 (b) THE DEPARTMENT MAY TRANSFER MONEY FROM ANY LEGALLY
17 AVAILABLE SOURCE TO THE ENTERPRISE FOR THE PURPOSE OF DEFRAYING
18 EXPENSES INCURRED BY THE ENTERPRISE BEFORE IT RECEIVES FEE
19 REVENUE OR REVENUE BOND PROCEEDS. THE ENTERPRISE MAY ACCEPT
20 AND EXPEND ANY MONEY SO TRANSFERRED, AND, NOTWITHSTANDING ANY
21 STATE FISCAL RULE OR GENERALLY ACCEPTED ACCOUNTING PRINCIPLE
22 THAT COULD OTHERWISE BE INTERPRETED TO REQUIRE A CONTRARY
23 CONCLUSION, SUCH A TRANSFER IS A LOAN FROM THE DEPARTMENT TO THE
24 ENTERPRISE THAT IS REQUIRED TO BE REPAYED AND IS NOT A GRANT FOR
25 PURPOSES OF SECTION 20 (2)(d) OF ARTICLE X OF THE STATE
26 CONSTITUTION OR AS DEFINED IN SECTION 24-77-102 (7). ALL MONEY
27 TRANSFERRED AS A LOAN TO THE ENTERPRISE SHALL BE CREDITED TO THE

1 NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE INITIAL
2 EXPENSES FUND, WHICH IS HEREBY CREATED IN THE STATE TREASURY, AND
3 LOAN LIABILITIES THAT ARE RECORDED IN THE NONATTAINMENT AREA AIR
4 POLLUTION MITIGATION ENTERPRISE INITIAL EXPENSES FUND BUT THAT
5 ARE NOT REQUIRED TO BE PAID IN THE CURRENT FISCAL YEAR SHALL NOT
6 BE CONSIDERED WHEN CALCULATING SUFFICIENT STATUTORY FUND
7 BALANCE FOR PURPOSES OF SECTION 24-75-109. THE STATE TREASURER
8 SHALL CREDIT ALL INTEREST AND INCOME DERIVED FROM THE DEPOSIT
9 AND INVESTMENT OF MONEY IN THE NONATTAINMENT AREA AIR
10 POLLUTION MITIGATION ENTERPRISE INITIAL EXPENSES FUND TO THE FUND.
11 THE NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE
12 INITIAL EXPENSES FUND IS CONTINUOUSLY APPROPRIATED TO THE
13 ENTERPRISE FOR THE PURPOSE OF DEFRAYING EXPENSES INCURRED BY THE
14 ENTERPRISE BEFORE IT RECEIVES FEE REVENUE OR REVENUE BOND
15 PROCEEDS. AS THE ENTERPRISE RECEIVES SUFFICIENT REVENUE IN EXCESS
16 OF EXPENSES, THE ENTERPRISE SHALL REIMBURSE THE DEPARTMENT FOR
17 THE PRINCIPAL AMOUNT OF ANY LOAN MADE BY THE DEPARTMENT PLUS
18 INTEREST AT A RATE SET BY THE DEPARTMENT.

19 (6) IN ADDITION TO ANY OTHER POWERS AND DUTIES SPECIFIED IN
20 THIS SECTION, THE BOARD HAS THE FOLLOWING GENERAL POWERS AND
21 DUTIES:

22 (a) TO ADOPT BYLAWS FOR THE REGULATION OF ITS AFFAIRS AND
23 THE CONDUCT OF ITS BUSINESS;

24 (b) TO ACQUIRE, HOLD TITLE TO, AND DISPOSE OF REAL AND
25 PERSONAL PROPERTY;

26 (c) IN CONSULTATION WITH THE EXECUTIVE DIRECTOR OF THE
27 DEPARTMENT, OR THE EXECUTIVE DIRECTOR'S DESIGNEE, TO EMPLOY AND

1 SUPERVISE INDIVIDUALS, PROFESSIONAL CONSULTANTS, AND
2 CONTRACTORS AS ARE NECESSARY IN ITS JUDGMENT TO CARRY OUT ITS
3 BUSINESS PURPOSE;

4 (d) TO CONTRACT WITH ANY PUBLIC OR PRIVATE ENTITY,
5 INCLUDING STATE AGENCIES, CONSULTANTS, AND THE ATTORNEY
6 GENERAL'S OFFICE, FOR PROFESSIONAL AND TECHNICAL ASSISTANCE,
7 OFFICE SPACE AND ADMINISTRATIVE SERVICES, ADVICE, AND OTHER
8 SERVICES RELATED TO THE CONDUCT OF THE AFFAIRS OF THE
9 ENTERPRISE. THE ENTERPRISE IS ENCOURAGED TO ISSUE GRANTS ON A
10 COMPETITIVE BASIS BASED ON WRITTEN CRITERIA ESTABLISHED BY THE
11 ENTERPRISE IN ADVANCE OF ANY DEADLINES FOR THE SUBMISSION OF
12 GRANT APPLICATIONS. THE BOARD SHALL GENERALLY AVOID USING
13 SOLE-SOURCE CONTRACTS.

14 (e) TO SEEK, ACCEPT, AND EXPEND GIFTS, GRANTS, DONATIONS, OR
15 OTHER PAYMENTS FROM PRIVATE OR PUBLIC SOURCES FOR THE PURPOSES
16 OF THIS PART 13 SO LONG AS THE TOTAL AMOUNT OF ALL GRANTS FROM
17 COLORADO STATE AND LOCAL GOVERNMENTS RECEIVED IN ANY STATE
18 FISCAL YEAR IS LESS THAN TEN PERCENT OF THE ENTERPRISE'S TOTAL
19 ANNUAL REVENUE FOR THE STATE FISCAL YEAR. THE ENTERPRISE SHALL
20 TRANSMIT ANY MONEY RECEIVED THROUGH GIFTS, GRANTS, DONATIONS,
21 OR OTHER PAYMENTS TO THE STATE TREASURER, WHO SHALL CREDIT THE
22 MONEY TO THE FUND.

23 (f) TO PROVIDE SERVICES AS SET FORTH IN SUBSECTION (9) OF THIS
24 SECTION;

25 (g) TO PUBLISH THE PROCESSES BY WHICH THE ENTERPRISE
26 ACCEPTS APPLICATIONS, THE CRITERIA FOR EVALUATING APPLICATIONS,
27 AND A LIST OF GRANTEEES OR PROGRAM PARTICIPANTS PURSUANT TO

1 SUBSECTION (9) OF THIS SECTION;

2 (h) TO PROMULGATE RULES FOR THE SOLE PURPOSE OF SETTING
3 THE AMOUNTS OF THE AIR POLLUTION MITIGATION PER RIDE FEE AND THE
4 AIR POLLUTION MITIGATION RETAIL DELIVERY FEE AT OR BELOW THE
5 MAXIMUM AMOUNTS AUTHORIZED IN THIS SECTION; AND

6 (i) TO HAVE AND EXERCISE ALL RIGHTS AND POWERS NECESSARY
7 OR INCIDENTAL TO OR IMPLIED FROM THE SPECIFIC POWERS AND DUTIES
8 GRANTED BY THIS SECTION.

9 (7) (a) IN FURTHERANCE OF ITS BUSINESS PURPOSE, BEGINNING IN
10 STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL IMPOSE AN AIR
11 POLLUTION MITIGATION PER RIDE FEE TO BE PAID BY A TRANSPORTATION
12 NETWORK COMPANY FOR EACH PREARRANGED RIDE REQUESTED AND
13 ACCEPTED THROUGH THE COMPANY'S DIGITAL NETWORK. FOR THE
14 PURPOSE OF MINIMIZING COMPLIANCE COSTS FOR TRANSPORTATION
15 NETWORK COMPANIES AND ADMINISTRATIVE COSTS FOR THE STATE, THE
16 DEPARTMENT OF REVENUE SHALL COLLECT THE AIR POLLUTION
17 MITIGATION PER RIDE FEE ON BEHALF OF THE ENTERPRISE, AND A
18 TRANSPORTATION NETWORK COMPANY SHALL PAY THE FEE TO THE
19 DEPARTMENT OF REVENUE AS REQUIRED BY SECTION 40-10.1-607.5 (2).

20 (b) FOR PREARRANGED RIDES REQUESTED AND ACCEPTED DURING
21 STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL IMPOSE THE AIR
22 POLLUTION MITIGATION PER RIDE FEE IN A MAXIMUM AMOUNT OF:

23 (I) ELEVEN AND ONE-QUARTER CENTS FOR EACH PREARRANGED
24 RIDE THAT IS A CARSHARE RIDE OR FOR WHICH THE DRIVER TRANSPORTS
25 THE RIDER IN A ZERO EMISSIONS MOTOR VEHICLE; AND

26 (II) TWENTY-TWO AND ONE-HALF CENTS FOR EVERY OTHER
27 PREARRANGED RIDE.

1 (c) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (7)(c)(II)
2 OF THIS SECTION, FOR PREARRANGED RIDES REQUESTED AND ACCEPTED
3 DURING STATE FISCAL YEAR 2023-24 OR DURING ANY SUBSEQUENT STATE
4 FISCAL YEAR, THE ENTERPRISE SHALL IMPOSE THE AIR POLLUTION
5 MITIGATION PER RIDE FEE IN A MAXIMUM AMOUNT THAT IS THE
6 APPLICABLE MAXIMUM AMOUNT FOR THE PRIOR STATE FISCAL YEAR
7 ADJUSTED FOR INFLATION. THE ENTERPRISE SHALL NOTIFY THE
8 DEPARTMENT OF REVENUE OF THE AMOUNT OF THE AIR POLLUTION
9 MITIGATION PER RIDE FEE TO BE COLLECTED FOR RIDES REQUESTED AND
10 ACCEPTED DURING EACH STATE FISCAL YEAR NO LATER THAN MARCH 15
11 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR BEGINS, AND
12 THE DEPARTMENT OF REVENUE SHALL PUBLISH THE AMOUNT NO LATER
13 THAN APRIL 15 OF THE CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR
14 BEGINS.

15 (II) THE ENTERPRISE IS AUTHORIZED TO ADJUST THE AMOUNT OF
16 THE AIR POLLUTION MITIGATION PER RIDE FEE FOR PREARRANGED RIDES
17 REQUESTED AND ACCEPTED DURING A STATE FISCAL YEAR ONLY IF THE
18 RATE OF INFLATION IS POSITIVE AND CUMULATIVE INFLATION FROM THE
19 TIME OF THE LAST ADJUSTMENT IN THE AMOUNT OF THE FEE, WHEN
20 APPLIED TO THE SUM OF THE CURRENT AIR POLLUTION MITIGATION PER
21 RIDE FEE AND THE CURRENT CLEAN FLEET PER RIDE FEE IMPOSED AS
22 REQUIRED BY SECTION 25-7.5-103 (7) AND ROUNDED TO THE NEAREST
23 WHOLE CENT, WILL RESULT IN AN INCREASE OF AT LEAST ONE WHOLE CENT
24 IN THE TOTAL AMOUNT OF THE AIR POLLUTION MITIGATION PER RIDE FEE
25 AND THE CLEAN FLEET PER RIDE FEE PAID BY A PERSON WHO REQUESTS
26 AND ACCEPTS A PREARRANGED RIDE. THE AMOUNT OF CUMULATIVE
27 INFLATION TO BE APPLIED TO THE SUM OF THE CURRENT AIR POLLUTION

1 MITIGATION PER RIDE FEE AND THE CURRENT CLEAN FLEET PER RIDE FEE
2 AND ROUNDED TO THE NEAREST WHOLE CENT IS THE LESSER OF ACTUAL
3 CUMULATIVE INFLATION OR FIVE PERCENT.

4 (d) AS REQUIRED BY SECTION 40-10.1-607.5 (3)(a), THE
5 DEPARTMENT OF REVENUE SHALL TRANSMIT ALL NET AIR POLLUTION
6 MITIGATION PER RIDE FEE REVENUE COLLECTED TO THE STATE TREASURER,
7 WHO SHALL CREDIT THE REVENUE TO THE FUND.

8 (8) (a) IN FURTHERANCE OF ITS BUSINESS PURPOSE, BEGINNING IN
9 STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL IMPOSE, AND THE
10 DEPARTMENT OF REVENUE SHALL COLLECT ON BEHALF OF THE
11 ENTERPRISE, AN AIR POLLUTION MITIGATION RETAIL DELIVERY FEE ON
12 EACH RETAIL DELIVERY. EACH RETAILER WHO MAKES A RETAIL DELIVERY
13 SHALL ADD TO THE PRICE OF THE RETAIL DELIVERY, COLLECT FROM THE
14 PURCHASER, AND PAY TO THE DEPARTMENT OF REVENUE AT THE TIME AND
15 IN THE MANNER PRESCRIBED BY THE DEPARTMENT IN ACCORDANCE WITH
16 SECTION 43-4-218 (6) THE AIR POLLUTION MITIGATION RETAIL DELIVERY
17 FEE. FOR THE PURPOSE OF MINIMIZING COMPLIANCE COSTS FOR RETAILERS
18 AND ADMINISTRATIVE COSTS FOR THE STATE, THE DEPARTMENT OF
19 REVENUE SHALL COLLECT AND ADMINISTER THE AIR POLLUTION
20 MITIGATION RETAIL DELIVERY FEE ON BEHALF OF THE ENTERPRISE IN THE
21 SAME MANNER IN WHICH IT COLLECTS AND ADMINISTERS THE RETAIL
22 DELIVERY FEE IMPOSED BY SECTION 43-4-218 (3).

23 (b) FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY
24 PURCHASED DURING STATE FISCAL YEAR 2022-23, THE ENTERPRISE SHALL
25 IMPOSE THE AIR POLLUTION MITIGATION RETAIL DELIVERY FEE IN A
26 MAXIMUM AMOUNT OF SEVEN-TENTHS OF ONE CENT.

27 (c) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (8)(c)(II)

1 OF THIS SECTION, FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL
2 PROPERTY PURCHASED DURING STATE FISCAL YEAR 2023-24 OR DURING
3 ANY SUBSEQUENT STATE FISCAL YEAR, THE ENTERPRISE SHALL IMPOSE THE
4 AIR POLLUTION MITIGATION RETAIL DELIVERY FEE IN A MAXIMUM AMOUNT
5 THAT IS THE MAXIMUM AMOUNT FOR THE PRIOR STATE FISCAL YEAR
6 ADJUSTED FOR INFLATION. THE ENTERPRISE SHALL NOTIFY THE
7 DEPARTMENT OF REVENUE OF THE AMOUNT OF THE AIR POLLUTION
8 MITIGATION RETAIL DELIVERY FEE TO BE COLLECTED FOR RETAIL
9 DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED DURING EACH
10 STATE FISCAL YEAR NO LATER THAN MARCH 15 OF THE CALENDAR YEAR
11 IN WHICH THE STATE FISCAL YEAR BEGINS, AND THE DEPARTMENT OF
12 REVENUE SHALL PUBLISH THE AMOUNT NO LATER THAN APRIL 15 OF THE
13 CALENDAR YEAR IN WHICH THE STATE FISCAL YEAR BEGINS.

14 (II) THE ENTERPRISE IS AUTHORIZED TO ADJUST THE AMOUNT OF
15 THE AIR POLLUTION MITIGATION RETAIL DELIVERY FEE FOR RETAIL
16 DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED DURING A
17 STATE FISCAL YEAR ONLY IF THE DEPARTMENT OF REVENUE ADJUSTS THE
18 AMOUNT OF THE RETAIL DELIVERY FEE IMPOSED BY SECTION 43-4-218 (3)
19 FOR RETAIL DELIVERIES OF TANGIBLE PERSONAL PROPERTY PURCHASED
20 DURING THE STATE FISCAL YEAR.

21 (9) IN FURTHERANCE OF ITS BUSINESS PURPOSE, AND SUBJECT TO
22 THE REQUIREMENTS SET FORTH IN THIS SUBSECTION (9), THE ENTERPRISE
23 IS AUTHORIZED TO PROVIDE GRANTS TO ELIGIBLE ENTITIES FOR ELIGIBLE
24 PROJECTS. THE ENTERPRISE SHALL ACTIVELY SEEK INPUT FROM
25 COMMUNITIES, INCLUDING BUT NOT LIMITED TO DISPROPORTIONATELY
26 IMPACTED COMMUNITIES, AND LOCAL GOVERNMENTS TO MITIGATE THE
27 ENVIRONMENTAL AND HEALTH IMPACTS OF HIGHWAY PROJECTS, REDUCE

1 TRAFFIC CONGESTION, AND IMPROVE NEIGHBORHOOD CONNECTIVITY FOR
2 COMMUNITIES ADJACENT TO HIGHWAYS. THE ENTERPRISE SHALL INCLUDE
3 MITIGATION STRATEGIES THAT TAKE INTO ACCOUNT THE INPUT AS WELL
4 AS ISSUES AND IMPACTS OF PARTICULAR IMPORTANCE TO THE STATE SUCH
5 AS REDUCTION OF GREENHOUSE GAS EMISSIONS AND FINE PARTICULATE
6 MATTER.

7 (10) (a) TO ENSURE TRANSPARENCY AND ACCOUNTABILITY, THE
8 ENTERPRISE SHALL:

9 (I) NO LATER THAN JUNE 1, 2022, PUBLISH AND POST ON ITS
10 WEBSITE A TEN-YEAR PLAN THAT DETAILS HOW THE ENTERPRISE WILL
11 EXECUTE ITS BUSINESS PURPOSE DURING STATE FISCAL YEARS 2022-23
12 THROUGH 2031-32 AND ESTIMATES THE AMOUNT OF FUNDING NEEDED TO
13 IMPLEMENT THE PLAN. NO LATER THAN JANUARY 1, 2032, THE ENTERPRISE
14 SHALL PUBLISH AND POST ON ITS WEBSITE A NEW TEN-YEAR PLAN FOR
15 STATE FISCAL YEARS 2032-33 THROUGH 2041-42;

16 (II) CREATE, MAINTAIN, AND REGULARLY UPDATE ON ITS WEBSITE
17 A PUBLIC ACCOUNTABILITY DASHBOARD THAT PROVIDES, AT A MINIMUM,
18 ACCESSIBLE AND TRANSPARENT SUMMARY INFORMATION REGARDING THE
19 IMPLEMENTATION OF ITS TEN-YEAR PLAN, THE FUNDING STATUS AND
20 PROGRESS TOWARD COMPLETION OF EACH PROJECT THAT IT WHOLLY OR
21 PARTLY FUNDS, AND ITS PER PROJECT AND TOTAL FUNDING AND
22 EXPENDITURES;

23 (III) ENGAGE REGULARLY REGARDING ITS PROJECTS AND
24 ACTIVITIES WITH THE PUBLIC, INCLUDING BUT NOT LIMITED TO SEEKING
25 INPUT FROM DISPROPORTIONATELY IMPACTED COMMUNITIES AND
26 INTEREST GROUPS THAT ARE LIKELY TO BE INTERESTED IN THE PROJECTS
27 AND ACTIVITIES; AND

1 (IV) PREPARE AN ANNUAL REPORT REGARDING ITS ACTIVITIES AND
2 FUNDING AND PRESENT THE REPORT TO THE TRANSPORTATION
3 COMMISSION CREATED IN SECTION 43-1-106 (1) AND TO THE
4 TRANSPORTATION AND LOCAL GOVERNMENT AND ENERGY AND
5 ENVIRONMENT COMMITTEES OF THE HOUSE OF REPRESENTATIVES AND THE
6 TRANSPORTATION AND ENERGY COMMITTEE OF THE SENATE, OR ANY
7 SUCCESSOR COMMITTEES. THE ENTERPRISE SHALL ALSO POST THE ANNUAL
8 REPORT ON ITS WEBSITE. NOTWITHSTANDING THE REQUIREMENT IN
9 SECTION 24-1-136 (11)(a)(I), THE REQUIREMENT TO SUBMIT THE REPORT
10 REQUIRED IN THIS SUBSECTION (10)(a)(IV) TO THE SPECIFIED LEGISLATIVE
11 COMMITTEES CONTINUES INDEFINITELY.

12 (b) THE ENTERPRISE IS SUBJECT TO THE OPEN MEETINGS
13 PROVISIONS OF THE "COLORADO SUNSHINE ACT OF 1972", CONTAINED IN
14 PART 4 OF ARTICLE 6 OF TITLE 24, AND THE "COLORADO OPEN RECORDS
15 ACT", PART 2 OF ARTICLE 72 OF TITLE 24.

16 (c) FOR PURPOSES OF THE "COLORADO OPEN RECORDS ACT", PART
17 2 OF ARTICLE 72 OF TITLE 24, AND EXCEPT AS MAY OTHERWISE BE
18 PROVIDED BY FEDERAL LAW OR REGULATION OR STATE LAW, THE RECORDS
19 OF THE ENTERPRISE ARE PUBLIC RECORDS, AS DEFINED IN SECTION
20 24-72-202 (6), REGARDLESS OF WHETHER THE ENTERPRISE RECEIVES LESS
21 THAN TEN PERCENT OF ITS TOTAL ANNUAL REVENUE IN GRANTS, AS
22 DEFINED IN SECTION 24-77-102 (7), FROM ALL COLORADO STATE AND
23 LOCAL GOVERNMENTS COMBINED.

24 (d) THE ENTERPRISE IS A PUBLIC ENTITY FOR PURPOSES OF PART 2
25 OF ARTICLE 57 OF TITLE 11.

26 **SECTION 52.** In Colorado Revised Statutes, **repeal** 43-4-714.

1 **SECTION 53. Appropriation to the offices of the governor, lieutenant governor, and state planning and budgeting for the fiscal year beginning July 1, 2021. Section**

2 **2 of SB 21-205, amend Part IV (1)(C), as follows:**

3 **Section 2. Appropriation.**

4 **PART IV**

5 **GOVERNOR - LIEUTENANT GOVERNOR - STATE PLANNING AND BUDGETING**

7 **(1) OFFICE OF THE GOVERNOR**

8 **(C) Colorado Energy Office**

9	<u>Program Administration</u>	<u>6,257,311</u>	<u>2,625,625</u>	<u>3,631,686(I)</u>
10		<u>(24.8 FTE)</u>		
11	<u>Electric Vehicle Charging</u>			
12	<u>Station Grants</u>	<u>1,036,204</u>	<u>1,036,204^g</u>	
13			<u>1,036,204(I)^a</u>	
14	<u>Legal Services</u>	<u>486,329</u>	<u>433,951</u>	<u>52,378(I)</u>
15	<u>Vehicle Lease Payments</u>	<u>13,182</u>	<u>13,182</u>	
16	<u>Leased Space</u>	<u>218,835</u>	<u>218,835</u>	
17	<u>Indirect Cost Assessment</u>	<u>153,808</u>	<u>37,763</u>	<u>116,045(I)</u>
18		<u>8,165,669</u>		

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^a This amount shall be from the Electric Vehicle Grant Fund created in Section 24-38.5-103 (1)(a), C.R.S. THIS AMOUNT IS SHOWN FOR INFORMATIONAL PURPOSES ONLY BECAUSE THE ELECTRIC VEHICLE GRANT FUND IS CONTINUOUSLY APPROPRIATED TO THE OFFICE PURSUANT TO SECTION 24-38.5-103 (2)(a), C.R.S.

TOTALS PART IV

(GOVERNOR-

LIEUTENANT

GOVERNOR- STATE

PLANNING AND

BUDGETING)

<u>\$365,384,731</u>	<u>\$57,569,143</u>	<u>\$16,648,484^a</u>	<u>\$284,399,642</u>	<u>\$6,767,462^b</u>
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^a Of this amount, ~~\$7,300,000~~ \$8,336,204 contains an (I) notation.

^b This amount contains an (I) notation.

1 **SECTION 54. Appropriation.** (1) For the 2021-22 state
2 fiscal year, \$161,099,957 is appropriated to the department of
3 transportation. This appropriation consists of \$259,957 from the state
4 highway fund created in section 43-1-219, C.R.S., \$146,340,000 from the
5 multimodal transportation options and mitigation fund created in section
6 43-4-1103 (1)(a), C.R.S., and \$14,500,000 from the southwest chief rail
7 line economic development, rural tourism, and infrastructure repair and
8 maintenance fund created in Section 43-4-1002 (1), C.R.S. To implement
9 this act, the department may use this appropriation as follows:

10 (a) \$259,957 from the state highway fund for administration,
11 which amount is based on an assumption that the department will require
12 an additional 3.0 FTE;

13 (b) \$14,500,000 from the southwest chief rail line economic
14 development, rural tourism, and infrastructure repair and maintenance
15 fund for southwest chief and front range passenger rail commission; and

16 (c) \$146,340,000 from the multimodal transportation options and
17 mitigation fund for multimodal transportation projects.

18 (2) For the 2021-22 state fiscal year, \$1,104,661 is appropriated
19 to the department of revenue. This appropriation consists of \$1,082,480
20 from the general fund and \$22,181 from the license plate cash fund
21 created in section 42-3-301 (1)(b), C.R.S. To implement this act, the
22 department may use this appropriation as follows:

23 (a) \$109,135 general fund for use by the executive director's
24 office for personal services related to administration and support, which
25 amount is based on an assumption that the office will require an
26 additional 1.8 FTE;

27 (b) \$259,875 general fund for use by the taxation business group

1 for tax administration IT system (GenTax) support related to
2 administration;

3 (c) \$231,020 general fund for use by the taxation business group
4 for personal services related to taxation services, which amount is based
5 on an assumption that the group will require an additional 3.5 FTE;

6 (d) \$70,250 general fund for use by the taxation business group
7 for operating expenses related to taxation services;

8 (e) \$412,200 general fund for use by the division of motor
9 vehicles for DRIVES maintenance and support; and

10 (f) \$22,181 from the license plate cash fund for use by the division
11 of motor vehicles for license plate ordering.

12 (3) For the 2021-22 state fiscal year, \$100,491 is appropriated to
13 the energy fund created in section 24-38.5-102.4, C.R.S. This
14 appropriation is from the general fund. The office of the governor is
15 responsible for the accounting related to this appropriation.

16 (4) For the 2021-22 state fiscal year, \$1,702,187 is appropriated
17 to the department of public health and environment. This appropriation
18 is from the general fund. To implement this act, the department may use
19 this appropriation as follows:

20 (a) \$23,449 for use by the air pollution control division for
21 personal services related to mobile sources, which amount is based on an
22 assumption that the division will require an additional 0.3 FTE;

23 (b) \$9,405 for use by the air pollution control division for
24 operating expenses related to mobile sources; and

25 (c) \$1,669,333 for use by the air pollution control division for
26 transfer to the clean fleet enterprise initial expenses fund pursuant to

1 section 25-7.5-103 (5)(b), C.R.S.

2 (5) For the 2021-22 state fiscal year, \$504,583 is appropriated to
3 the department of law and is based on the assumption that the department
4 will require an additional 2.6 FTE. Of this appropriation, \$191,412 is
5 from reappropriated funds received from the department of transportation
6 under subsection (1)(a) of this section and is based on an assumption that
7 the department of law will require an additional 1.0 FTE; \$100,491 is
8 from reappropriated funds received from the office of the governor under
9 subsection (3) of this section and is based on an assumption that the
10 department of law will require an additional 0.5 FTE; and \$212,680 is
11 from reappropriated funds received from the department of public health
12 and environment under subsection (4)(c) of this section and is based on
13 an assumption that the department of law will require an additional 1.1
14 FTE. To implement this act, the department of law may use this
15 appropriation to provide legal services for the department of
16 transportation, office of the governor, and department of public health
17 and environment.

18 **SECTION 55. Appropriation.** (1) For the 2021-22 state fiscal
19 year, \$158,599,957 is appropriated to the department of transportation.
20 This appropriation consists of \$259,957 from the state highway fund
21 created in section 43-1-219, C.R.S., \$146,340,000 from the multimodal
22 transportation options and mitigation fund created in section 43-4-1103
23 (1)(a), C.R.S., and \$12,000,000 from the southwest chief rail line
24 economic development, rural tourism, and infrastructure repair and
25 maintenance fund created in Section 43-4-1002 (1), C.R.S. To implement
26 this act, the department may use this appropriation as follows:

1 (a) \$259,957 from the state highway fund for administration,
2 which amount is based on an assumption that the division will require an
3 additional 3.0 FTE;

4 (b) \$12,000,000 from the southwest chief rail line economic
5 development, rural tourism and infrastructure repair and maintenance
6 fund for southwest chief and front range passenger rail commission; and

7 (c) \$146,340,000 from the multimodal transportation options and
8 mitigation fund for multimodal transportation projects.

9 (2) For the 2021-22 state fiscal year, \$1,104,661 is appropriated
10 to the department of revenue. This appropriation consists of \$1,082,480
11 from the general fund and \$22,181 from the license plate cash fund
12 created in section 42-3-301 (1)(b), C.R.S. To implement this act, the
13 department may use this appropriation as follows:

14 (a) \$109,135 general fund for use by the executive director's
15 office for personal services related to administration and support, which
16 amount is based on an assumption that the office will require an
17 additional 1.8 FTE;

18 (b) \$259,875 general fund for use by the taxation business group
19 for tax administration IT system (GenTax) support related to
20 administration;

21 (c) \$231,020 general fund for use by the taxation business group
22 for personal services related to taxation services, which amount is based
23 on an assumption that the group will require an additional 3.5 FTE;

24 (d) \$70,250 general fund for use by the taxation business group
25 for operating expenses related to taxation services;

26 (e) \$412,200 general fund for use by the division of motor

1 vehicles for DRIVES maintenance and support; and

2 (f) \$22,181 from the license plate cash fund for use by the division
3 of motor vehicles for license plate ordering.

4 (3) For the 2021-22 state fiscal year, \$100,491 is appropriated to
5 the energy fund created in section 24-38.5-102.4, C.R.S. This
6 appropriation is from the general fund. The office of the governor is
7 responsible for the accounting related to this appropriation.

8 (4) For the 2021-22 state fiscal year, \$1,702,187 is appropriated
9 to the department of public health and environment. This appropriation
10 is from the general fund. To implement this act, the department may use
11 this appropriation as follows:

12 (a) \$23,449 for use by the air pollution control division for
13 personal services related to mobile sources, which amount is based on an
14 assumption that the division will require an additional 0.3 FTE;

15 (b) \$9,405 for use by the air pollution control division for
16 operating expenses related to mobile sources; and

17 (c) \$1,669,333 for use by the air pollution control division for
18 transfer to the clean fleet enterprise initial expenses fund pursuant to
19 section 25-7.5-103 (5)(b), C.R.S.

20 (5) For the 2021-22 state fiscal year, \$504,583 is appropriated to
21 the department of law and is based on the assumption that the department
22 will require an additional 2.6 FTE. Of this appropriation, \$191,412 is
23 from reappropriated funds received from the department of transportation
24 under subsection (1)(a) of this section and is based on an assumption that
25 the department of law will require an additional 1.0 FTE; \$100,491 is
26 from reappropriated funds received from the office of the governor under

1 subsection (3) of this section and is based on an assumption that the
2 department of law will require an additional 0.5 FTE; and \$212,680 is
3 from reappropriated funds received from the department of public health
4 and environment under subsection (4)(c) of this section and is based on
5 an assumption that the department of law will require an additional 1.1
6 FTE. To implement this act, the department of law may use this
7 appropriation to provide legal services for the department of
8 transportation, office of the governor, and department of public health
9 and environment.

10 **SECTION 56. Severability.** If any provision of this Senate Bill
11 21-260 or the application thereof to any person or circumstance is held
12 invalid, such invalidity does not affect other provisions or applications of
13 this Senate Bill 21-260 that can be given effect without the invalid
14 provision or application, and to this end the provisions of this Senate Bill
15 21-260 are declared to be severable.

16 **SECTION 57. Effective date.** (1) Except as otherwise provided
17 in this section, this act takes effect upon passage.

18 (2) Section 54 of this act and section 43-1-1103 (2)(a)(IV(B),
19 Colorado Revised Statutes, as enacted in section 50 of this act, take effect
20 either upon the effective date of this act or Senate Bill 21-238, whichever
21 is later.

22 (3) Section 55 of this act takes effect only if Senate Bill 21-238
23 does not become law.

24 **SECTION 58. Safety clause.** The general assembly hereby finds,
25 determines, and declares that this act is necessary for the immediate
26 preservation of the public peace, health, or safety.